

A14 Cambridge to Huntingdon improvement scheme

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5.1 Consultation Report

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Safe roads, reliable journeys, informed travellers

A14 Cambridge to Huntingdon improvement scheme

Consultation Report

Date: December 2014

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Foreword

The Highways Agency has undertaken an on-going programme of consultation with the local community and wider stakeholders and has considered the feedback received in the development of the A14 Cambridge to Huntingdon improvement scheme (“the scheme”).

The Highways Agency fully recognises the benefits of pre-application consultation. Pre-application consultation is a statutory requirement for Development Consent Order (DCO) applications under the *Planning Act 2008*, whilst associated guidance also promotes additional informal non-statutory engagement.

Pre-application consultation has helped shape the scheme so that it better addresses the needs of stakeholders, affected parties and the wider public whilst achieving the scheme’s objectives. Consultation and engagement has also helped to increase awareness and understanding by the public. As a result of pre-application consultation important issues have been considered and addressed, where appropriate to do so, in advance of the submission of the DCO application to the Secretary of State (SoS).

From 7 April to 15 June 2014, the Highways Agency held a statutory period of pre-application consultation on the scheme, following an earlier non-statutory route options consultation carried out in autumn 2013. There was also further statutory consultation after June 2014 as additional land interests were identified. In addition, a programme of non-statutory consultation and engagement activities has also taken place.

This *Consultation Report* is submitted alongside the DCO application in accordance with section 37 of the *Planning Act 2008*. It details how the Highways Agency has complied with the pre-application consultation requirements set out in the *Planning Act 2008*, secondary legislation and associated guidance. It provides a full account of the Highways Agency’s approach to consultation and the feedback received, and demonstrates how the Highways Agency has taken that feedback into account. It is supported by the *Consultation Report Appendices (document reference 5.2)*.

The report details consultation responses by reference to each element of the scheme and by key topics raised, such as environment and traffic. It also reports feedback by consultee strand, in accordance with the requirements of the *Planning Act 2008*. This includes local communities and key stakeholders (section 47), local authorities (section 42(1)(b)), prescribed consultees (section 42(1)(a)) and consultees with an interest in the land (section 42(1)(d)).

Figure F.1 below provides a graphical representation of the consultation process.

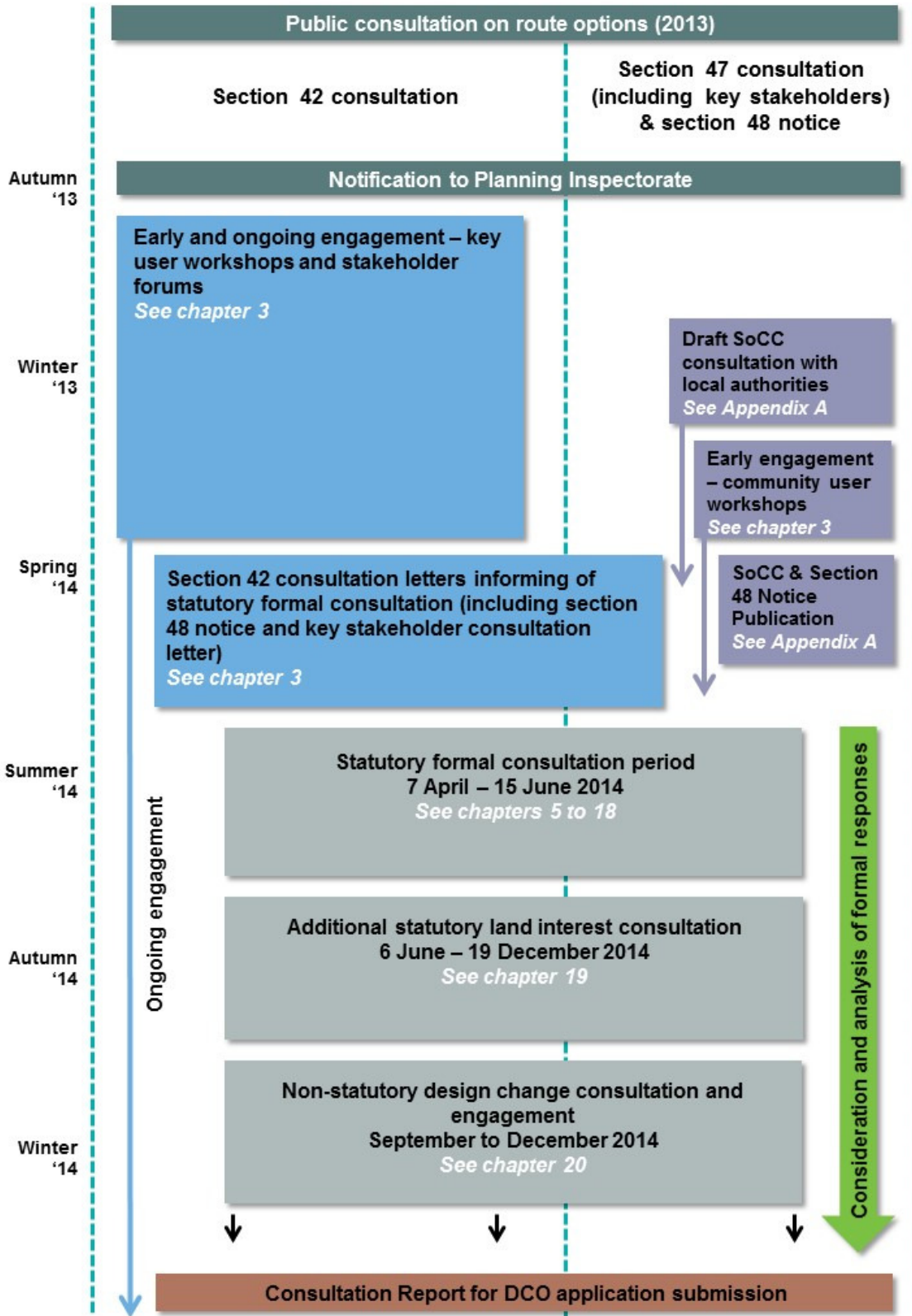


Figure F.1: The consultation process

Executive summary

Introduction

The Highways Agency is proposing a scheme for the improvement and upgrade of a 30 km (19 mile) length of the strategic highway between Cambridge and Huntingdon, the widening of a 5.6 km (3.5 mile) section of the A1 between Brampton and Alconbury, and the modification and improvement of the associated local road network in the A14 corridor. These improvements are referred to as the A14 Cambridge to Huntingdon improvement scheme (the scheme).

The scheme objectives are to:

- combat congestion: making the route between Huntingdon and Cambridge more reliable and providing capacity for future traffic growth;
- unlock growth: enabling major residential and commercial developments to proceed, leading to increased economic growth, regionally and nationally;
- connect people: by placing the right traffic on the right roads and freeing up local capacity for all types of road user, including pedestrians, cyclists and equestrians;
- improve safety: designing the proposed scheme to modern highway standards, introducing better lane control, and providing adequate capacity for predicted traffic levels; and
- create a positive legacy: recognising the wider benefits of the road improvement scheme for local communities and businesses.

It is a Nationally Significant Infrastructure Project (NSIP) within the meaning of the *Planning Act 2008* ("the *Planning Act*") due to its meeting the thresholds in that Act for highways projects. Accordingly the Highways Agency are applying for a Development Consent Order (DCO) to authorise the scheme.

Prior to making an application to the National Infrastructure Directorate of The Planning Inspectorate (PINS) for the DCO, consultation has been undertaken in accordance with the requirements of the *Planning Act 2008* and a Consultation Report produced. In undertaking the pre-application consultation and the production of this report, the Highways Agency followed guidance provided by the Department for Communities and Local Government (DCLG).

A two stage public consultation was undertaken, the first stage of which was non statutory and set out the initial route options and tolling proposals. This took place in autumn 2013 (between 9 September and 13 October 2013), for which a Consultation Report was produced in December 2013.

A statutory pre-application consultation was held between 7 April and 15 June 2014. Prior to this, the consultation was publicised within local and national papers.

As well as publicising and holding public events, where Highways Agency representatives were available, consultation flyers have been widely distributed within the area potentially affected by the scheme. Community, transport and development neighbourhood forums were held, as were key stakeholder workshops and landowner meetings. Web-chats and a project website were available to those unable to attend exhibitions.

The purpose of each consultation has been to seek the feedback of affected or interested parties, as well as statutorily prescribed consultees, on the proposed scheme. The aim of the consultations has been to allow the development of a design that is, so far as possible, sympathetic to the needs and wishes of stakeholders, whilst delivering an essential upgrade to the route in line with the Highways Agency's objectives.

This Consultation Report has been prepared in accordance with section 37 of the *Planning Act*. The report provides details of how the Highways Agency carried out the statutory pre-application consultation on the scheme, demonstrates how this consultation complies with the requirements of the *Planning Act*, provides a summarised breakdown of the responses received, and how the scheme proposals have been directly influenced and shaped by those responses.

Approach to statutory pre-application consultation

The *Planning Act 2008* sets out requirements for pre-application consultation, which include the following consultation processes and associated consultee strands:

- **Section 42(1)(a): Prescribed consultees** – As part of an initial stakeholder identification exercise, prescribed consultees were identified as provided for in Regulation 3 of *the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009*. These consultees include a range of statutory organisations, such as environmental regulatory bodies, relevant utility companies and emergency services.
- **Section 42(1)(b): Local authorities** – This consultation strand was made up of those local authorities whose boundaries the proposed application falls within (hosting authorities), as well as their neighbouring authorities. The hosting authorities for the scheme are Cambridgeshire County Council, South Cambridgeshire District Council and Huntingdonshire District Council.
- **Section 42(1)(d): Land Interests** - Through diligent research and inquiry, relevant land interest consultees have been identified. These include landowners, lessees, tenants, occupiers and others with an interest in the land, including those who may have a relevant claim as a result of the development.
- **Section 47: Local community** - The local community is comprised of local residents and individuals that live in the vicinity of the development.
- **Section 48: Respondents to publicity** - This element relates to people and organisations commenting on the proposals in response to publicity, issued in accordance with the duty to publicise the application, including publicising a deadline in national and local newspapers for the receipt of comments on the proposals.

The Highways Agency's guiding philosophy has been to encourage and engage in a genuine two-way dialogue with consultees recognising the need for sustainable, long-term transparent and trusted relationships with local authorities, local communities, land owners and the public.

In accordance with section 47 of the *Planning Act*, a *Statement of Community Consultation (SoCC)* was prepared in consultation with Cambridgeshire County Council, South Cambridgeshire District Council and Huntingdonshire District Council.

The *SoCC* included details of the proposals, the planning process and how the Highways Agency proposed to consult with the local community. Consultation with the local community was then carried out in accordance with the proposals set out in the *SoCC*.

The Highways Agency published a notice of the application in accordance with section 48 of the *Planning Act*. The section 48 notice was published in the following publications and on the following dates:

- Cambridge Evening News – 31 March and 7 April 2014
- The Hunts Post – 2 April and 9 April 2014
- London Gazette – 31 March 2014
- The Times – 31 March 2014

Consultation under sections 42 and 47 was held in parallel with the section 48 publicity.

The Highways Agency has used a wide variety of consultation tools to ensure everyone interested in the proposals has had the opportunity to participate. These tools have included a series of public exhibitions, leaflet drops, online information and media announcements. In addition, a series of stakeholder meetings took place as well as live web discussions with members of the project team. Further to this, community groups, political representatives and those with an interest in the project were written to at each stage of the consultation, inviting their comments. Feedback mechanisms were put in place including; freepost comment cards, email and electronic surveys.

Throughout the consultation process, a questionnaire was used as one of the routes for the local community and general public to feed back their views on the proposals. The questionnaire contained a mixture of specific questions and comment boxes in order to allow the Highways Agency to measure views on specific matters whilst also giving the freedom to provide any information the respondent felt appropriate.

During the statutory pre-application consultation the Highways Agency engaged with 1,390 consultees, held 31 public consultation exhibitions, attended 187 meetings with local authorities and other stakeholder groups, attracted a number of visitors to the project website and held two web-chats. This was in addition to the large amount of informal engagement undertaken on an ongoing basis up to submission of this application. This and other engagement activities promoted more than 1,152 responses, with a total of 8,350 comments. These comments were organised into 15 overarching themes, which were sub-divided into 48 categories.

As can be seen in the appendices, a very large number of individual comments have been received from a wide range of consultees.

Consultation outcomes

The Highways Agency has carefully considered all of the responses received and many have led to changes to the scheme.

The consultation also helped identify issues of most concern to those living in the vicinity of the proposed scheme and, where appropriate, the Highways Agency has sought to provide mitigation of those impacts.

Some consultation comments could not be acted upon, after making a judgement on the overall balance of impacts, costs and design quality. Wherever practicable the explanation for this judgement has been made in the report.

Out of a total of 1,152 questionnaires received, an overwhelming majority (80%, or 85% of those who answered the question) agreed improvements to the A14 were required. Nearly half (47%, or 51% of those who answered the question) agreed with the proposed solution, with just under a third (28%, or 30% of those who answered the question) not in agreement.

In addition to questionnaires a total of 153 letters and 85 emails were received, responses from which were grouped with consultation responses and analysed.

For individual elements of the scheme, over four in ten respondents (46% to a maximum of 85%) agreed with the individual elements, with under three in ten (8% to a maximum of 30%) not in agreement with the individual elements.

All responses were reviewed as part of an iterative coding and analysis exercise in order to ascertain the nature of the comments, and to enable an effective consideration of all issues in relation to the proposal. Comments were then studied by scheme element and further categorised into principal topics. From this analysis the main issues arising from the pre-application consultation were:

- access for non-motorised users (in particular cyclists and equestrians);
- traffic flow (such as traffic increases, congestion and associated impacts);
- impacts on neighbouring villages (including noise, dust, and traffic);
- environmental considerations (including landscaping);
- signage requirements and junction layouts; and
- improved safety compared to the existing situation was highlighted as an important potential benefit of the scheme.

Consultation responses were taken into account, and where appropriate responded to with a range of changes to the proposals. Changes to the design were agreed based on a review of consultation responses in light of a range of environmental, cost and technical design considerations. The key changes to the design are summarised below:

- Land required both temporarily and permanently was reviewed and reduced where possible. Replacement special category land was largely removed from the scheme;
- Provision of new, amended and improved accesses to properties, farms and facilities;
- Realignment of roads and junctions to improve access, increase traffic capacity, improve connectivity, improve safety, improve security and reduce impacts on businesses, community facilities, farms and other property. Examples include:
 - the addition of a direct slip road into Cambridge services, and consequent realignment of junction links and NMU route;
 - the addition of a separate southbound diverge from A14 to A1307 Huntingdon road via a new roundabout on the local access road;

- change from a roundabout to a new signal controlled junction to minimise loss of Mill Common in Huntingdon;
 - amendments to the proposed layout of Hinchingsbrooke Park Road/Brampton Road to improve traffic capacity and provision for NMU;
 - additional widening of roundabout approach at Histon Junction to improve capacity; and
 - simplification of Bar Hill junction to improve capacity and accommodate forecast growth, including accommodating phase 2 Northstowe.
- Amendments to proposed emergency lay-bys and emergency accesses to address concerns regarding litter, risk to livestock and access in case of incidents.
 - Provision of improved and additional NMU facilities, including new paths, road crossings, steps, and links between existing paths.
 - Amendments to proposed flood compensation areas and balancing ponds to reduce impacts on agricultural land and utilities, while still satisfying the Environment Agency's requirements.
 - Incorporation of restoration proposals for borrow pits.
 - Amendments to proposed environmental mitigation to reflect the finalised *Environmental Statement (document reference 6.1)* and reduce impacts on agricultural land.
 - Changes in flood plain of the river Great Ouse including replacement of the raised embankment originally proposed with a viaduct structure and thereby reduce potential flood impact.

What happens next

This Consultation Report forms part of a DCO application which was submitted to the Planning Inspectorate (PINS) on 31 December 2014. PINS has 28 days to evaluate the application and decide whether or not it meets the standards required for examination.

Once accepted for examination, the application enters a pre-examination stage, providing stakeholders with a month to register their comments, termed written representations, relating to the scheme. Representations can support, oppose or simply comment on any or all aspects of the scheme. PINS will publish all representations on the National Infrastructure Planning Portal. After the close of the registration period, the Examining Authority (appointed by the Secretary of State through PINS) will review the application and relevant representations, to identify the principal issues which require consideration during examination.

The pre-examination phase will typically take a minimum of three months and will conclude with a preliminary meeting to discuss the proposed examination timetable and principal issues, following which the Examining Authority will decide the way in which the examination will be conducted.

The Examining Authority will then conduct an examination of the proposals; a formal legal process which must be completed during a six-month period.

During this period due consideration will be given to all aspects of the proposal and representations received. All interested parties will be invited to provide representations and the Examining Authority can put written questions to the Highways Agency as well as other interested parties.

The examination is principally a written process however the Examining Authority may call public hearings, hearings on specific issues and/or hearings on compulsory acquisition. Interested parties will be informed of these hearings, if called.

Once the examination process is complete, a full report is prepared by the Examining Authority with recommendations and submitted to the Secretary of State within three months of the end of the examination period.

The Secretary of State then has a further three months to consider the report and to make a decision on whether to grant development consent. All interested parties will be notified of the decision and the details will be published on the National Infrastructure Planning Portal.

Once a decision has been announced, there is a six-week period during which the decision can be challenged in the High Court, known as a judicial review.

A summary of activities with potential timescales is shown below:

Table Ex.1: DCO application process

| Stage | Activity | Date |
|-----------------|---|----------------------------|
| Application | DCO application is submitted to PINS. | 31 December 2014 |
| Acceptance | PINS, on behalf of the Secretary of State, has 28 days to decide whether the application meets the required standards to proceed. During this period local authorities will also be given 14 days to comment on the adequacy of the pre-application consultation. If the application is accepted, the acceptance will be publicised along with the arrangements for making representations. | End of January 2015 |
| Pre-examination | People have a month to register their representations, which are published on the National Infrastructure Planning Portal on the Planning Inspectorate website. People who make valid representations by the deadline become 'interested parties.' The Inspectorate will identify the principal issues and appoint an Examining Authority, and set out a timetable for examination. Typically this whole process takes a minimum of three months. | February 2015 - April 2015 |
| Examination | The Examining Authority has six months to conduct an examination of the proposals, and interested parties are invited to provide representations. The examination is mainly a written process, however it is most likely that hearings will be held. A hearings schedule will be at the pre-examination stage and all 'interested parties' will be notified. | May 2015 – October 2015 |
| Decision | A recommendation to the Secretary of State must be issued within 3 months of the close of examination. The Secretary of State has a further three months to issue a decision. | November 2015 – April 2016 |
| Post decision | Once a decision is announced there is a six week period for a legal challenge. | May 2016 – mid June 2016 |

Throughout the DCO application and examination period the Highways Agency intends to continue an on-going dialogue with stakeholders to ensure their thoughts and views are considered and reflected in the scheme design.

Conclusion

The Highways Agency considers that the consultation work undertaken fully complies with the requirements of the *Planning Act* and Regulations, and is in line with Government and PINS guidance and advice.

Prior to and throughout the statutory consultation period, the Highways Agency has widely and actively publicised its activities to raise awareness and encourage active engagement by as many people as possible.

The consultation has ensured that the issues identified and raised by the local community, land interests, local authorities, prescribed consultees and those with an interest in the application have been considered and addressed at an early stage of the scheme, thus effectively narrowing the issues which need to be addressed during the remainder of the DCO application process.

Whilst the Highways Agency recognises that the proposals, with their scale, complexity and importance, have inevitably not been able to satisfy all, it has endeavoured to achieve as wide a consensus as possible by clearly presenting and explaining the proposed scheme, changing aspects of the design as a direct result of the consultation and providing an explanation where it has not been possible to adapt the scheme in the ways requested by some consultees.

There is wide agreement on the need for improvements to the A14, with a substantial majority supporting the proposal. Individual scheme elements have all enjoyed a wide base of support from the responses received.

The consultation also resulted in positive amendments to the scheme and where comments relate to detailed design issues these will continue to be considered to the extent possible during the ongoing development of the scheme, prior to construction. The Highways Agency will continue to consult with prescribed consultees and the community as the scheme progresses through the DCO process to construction and then operation.

The Highways Agency is grateful for those who have taken the time to engage in the consultation process and provide their views on the scheme proposal.

1 Introduction

1.1 Purpose of this report

- 1.1.1 This Consultation Report is submitted in accordance with section 37 of the *Planning Act 2008* (the “*Planning Act*”) as part of the application documentation for a DCO for the A14 Cambridge to Huntingdon improvement scheme (“the scheme”).
- 1.1.2 The purpose of the report is to demonstrate that the approach taken to pre-application consultation on the scheme complies with the *Planning Act* and other relevant secondary legislation and guidance. It also captures the non-statutory informal consultation that the Highways Agency has undertaken outside of the requirements of the *Planning Act*.

1.2 The scheme

- 1.2.1 The application for a Development Consent Order (DCO) to construct, operate and maintain the A14 Cambridge to Huntingdon improvement scheme, which involves the improvement and upgrading of a 34 km (21 mile) length of the strategic highway network between Cambridge and Huntingdon (including the construction of a new Huntingdon Southern Bypass), the widening of a 5.6 km (3.5 mile) section of the A1 between Brampton and Alconbury, and the modification and improvement of the associated local road network in the A14 corridor.

1.3 Structure of this Consultation Report

- 1.3.1 **Chapter 2** of this report outlines the ***strategic context for the scheme***, providing background, objectives and the evolution of its development from the initial *Cambridge to Huntingdon Multi-Modal Study (CHUMMS)* to the currently proposed scheme.
- 1.3.2 **Chapter 3** sets out the ***approach to pre-application consultation*** and how this complies with the relevant legislation. It also provides an overview of non-statutory consultation and engagement activities that have taken place.
- 1.3.3 **Chapter 4** provides an overview of statutory consultation responses received.
- 1.3.4 **Chapters 5 to 18** provide a ***summary of the statutory consultation responses*** received within the formal consultation period and how they have been taken into account for each element of the scheme. These elements formed the questions within the consultation questionnaire.
- 1.3.5 **Chapter 19** focuses specifically on the ***additional statutory consultation*** that was undertaken with consultees within an interest in the land, as they continued to be identified following the formal consultation period.
- 1.3.6 **Chapter 20** provides an account of ***non-statutory design change consultation and ongoing engagement***. It includes a summary of the responses that were received to non-statutory consultation opportunities.

1.3.7 The **Appendices** to the report provide a range of evidence of the consultation process, consultation material and a detailed account of comments received:

- **Appendix A Statutory Consultation Evidence:** this includes the Statement of Community Consultation, notices and sample letters;
- **Appendix B Consultation Materials:** provides copies of the questionnaire, brochure, Preliminary Environmental Information Report (PEIR) and other consultation material used;
- **Appendix C List of consultees:** provides a full list of statutory consultees;
- **Appendix D non-statutory engagement:** outlines the range of non-statutory engagement activities that have taken place;
- **Appendix E consultee responses:** links to chapters 5 to 18 and provides more detail on consultee comments received, alongside responses by the Highways Agency, clearly demonstrating how the Highways Agency has had regard to consultee comments; and
- **Appendix F non-statutory consultation and engagement materials:** this includes the information used to consult and provide information on design changes made to the scheme following the formal consultation period.

2 The scheme

2.1 Overview

2.1.1 This section presents an overview of the scheme, how the scheme has evolved and the objectives of the scheme. The *Case for the scheme* (document reference 7.1) provides a more detailed account of the development of the scheme.

2.2 Strategic context

2.2.1 The A14 trunk road provides an east-west route which links the Midlands and the north with East Anglia. It begins at Catthorpe near Rugby, where it connects with the M1 and M6 motorways, and it continues east for approximately 130 miles to the port town of Felixstowe. It forms one of the United Kingdom's strategic routes and is part of the Trans-European Network.

2.2.2 The current alignment of the A14 trunk road has resulted from the construction and amalgamation of a series of bypasses between the M1 and Ipswich. The existing Huntingdon bypass was constructed in the early 1970s and the Cambridge Northern Bypass was built just a few years later.

2.2.3 The A14 between Cambridge and Huntingdon serves an additional purpose, connecting the A1 to the North of England with the M11 motorway to London and the South-East.

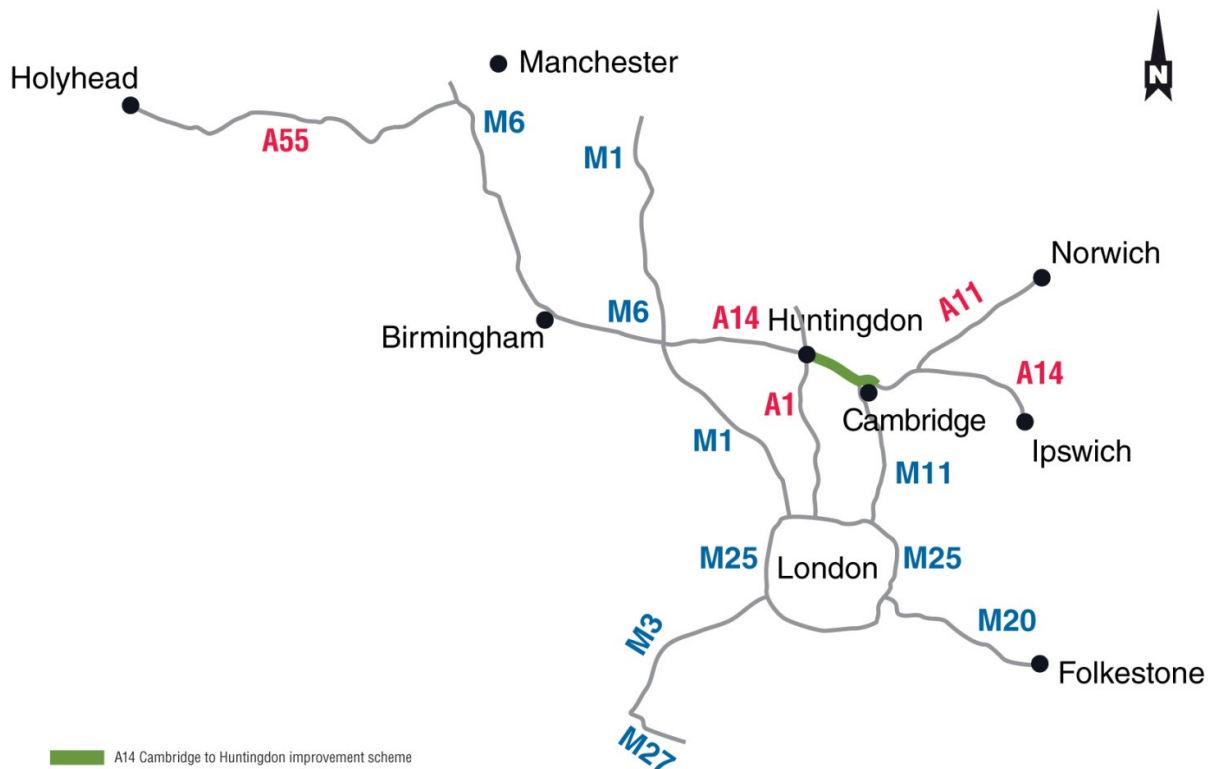


Figure 2.1: Strategic context

2.3 Need for the scheme

- 2.3.1 The existing A14 trunk road between Huntingdon and Cambridge is well known for congestion, delays and incidents. Built more than three decades ago, the predominantly two-lane dual carriageway is unable to cope with the daily volume of traffic that now uses it, and is in need of improvement.
- 2.3.2 Up to 85,000 vehicles currently use the A14 between Cambridge and Huntingdon every day. This is significantly above the level of traffic that was expected when the road was built (see *Transport Assessment (document reference 7.2)*). In addition, up to 26% of this traffic comprises heavy goods vehicles - above the national average (of 10%) for a road of this type.
- 2.3.3 The limited capacity of the route, together with the very high level of traffic, was identified as the main cause of the congestion on the A14. Conflicts between traffic leaving and traffic entering the carriageway also cause severe congestion at key junctions, as well as conflict between local and strategic traffic as a consequence of the presence of a large number of local access roads.
- 2.3.4 The *A14 Study* (DfT, December 2011) examined the current transport issues on this section of the A14 corridor, as summarised below:
- high traffic flows and a high percentage of heavy goods vehicles;
 - peak-hour congestion and delay on the A14 and adjacent network;
 - a large number of local accesses and side roads, contributing to congestion and increasing risk of incident;
 - local housing and employment growth, leading to further increases in traffic flow and congestion;
 - forecast growth in freight traffic at one per cent per annum;
 - failure to meet current design standards; and
 - lack of resilience to incidents and accidents.
- 2.3.5 The impact of congestion and delay on the local road network was examined in the *A14 Study* (DfT, December 2011). Based on traffic speed data, it was shown that local roads around Huntingdon, St. Ives, Godmanchester, Cambridge and other local areas were congested during peak times due to traffic 'spill-overs' from the A14.
- 2.3.6 The Cambridge sub-region is one of the fastest growing areas of the United Kingdom in terms of population and economy. Between now and 2031, the population is expected to grow by 24% (Cambridgeshire Long Term Transport Strategy, 2010).
- 2.3.7 The local economy contains a range of technology based businesses with a high value output. In addition the Alconbury Weald Enterprise Campus has the potential to create up to 8,000 jobs. However, the expansion of these industries is constrained by severe traffic congestion and consequent poor journey time reliability on the A14 corridor between Cambridge and Huntingdon. In its consideration of wider economic, social and environmental issues, the *A14 Study Output 1* (described in greater detail in the *Case for the Scheme (document reference 7.1)*) highlighted the

difficulty in attracting skilled labour to the region due to the problems of commuting as a core economic challenge.

- 2.3.8 *The Cambridgeshire Local Transport Plan 2011* notes that delivery of the joint development strategy for Cambridgeshire is threatened by congestion on the A14. Major developments, such as the new 10,000 home new settlement at Northstowe, the Alconbury Enterprise Zone, and expansion on the northern and eastern fringes of Cambridge, all would benefit from an improved A14.

2.4 Objectives of the scheme

- 2.4.1 The Government's draft National Policy Statement on National Networks, published in December 2013, states that the Government's policy is to deliver improvements in capacity and connectivity on the national road network to support economic growth and improve quality of life. The objectives of the proposed A14 Cambridge to Huntingdon scheme reflect these national priorities, and are to:

- combat congestion: making the route between Huntingdon and Cambridge more reliable and providing capacity for future traffic growth;
- unlock growth: enabling major residential and commercial developments to proceed, leading to increased economic growth, regionally and nationally;
- connect people: by placing the right traffic on the right roads and freeing up local capacity for all types of road user, including pedestrians, cyclists and equestrians;
- improve safety: designing the proposed scheme to modern highway standards, introducing better lane control, and providing adequate capacity for predicted traffic levels; and
- create a positive legacy: recognising the wider benefits of the road improvement scheme for local communities and businesses.

- 2.4.2 The objectives of the scheme are described in greater detail in the *Case for the Scheme (document reference 7.1)*.

2.5 Evolution of the scheme

- 2.5.1 The need for improvements to the A14 between Cambridge and Huntingdon has been recognised for over 30 years. A brief description of the history of the scheme from 1998 to 2012 is provided in *Table 2.1*.

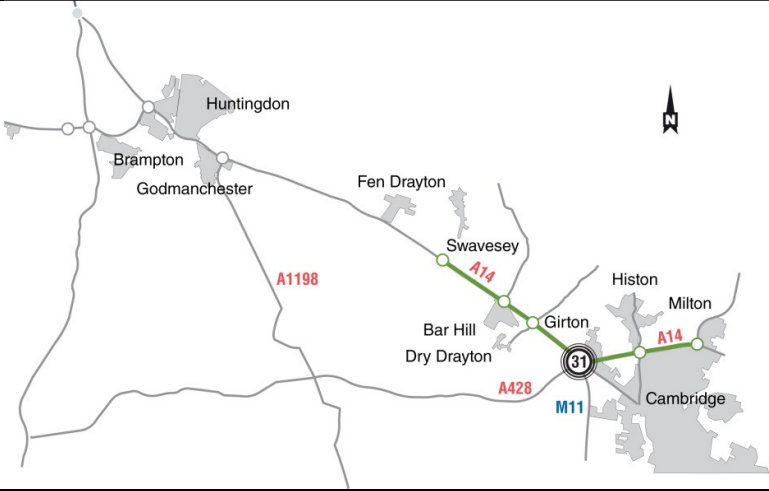
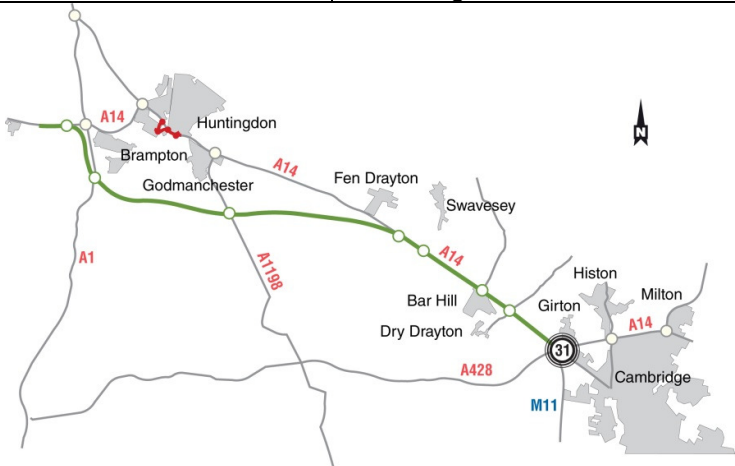
Table 2.1: History of the scheme

| | What happened |
|---------|--|
| 1998 | The Roads Review put on hold a previous scheme to widen the A14 between Bar Hill and Huntingdon and the Government commissioned a multi-modal transport study to investigate the combined problems of congestion, road safety, and residential development pressure in the Cambridge and Huntingdon area. The results of the <i>Cambridge to Huntingdon Multi-Modal Study (CHUMMS)</i> were published in 2001 and recommended the introduction of a bus-based rapid transit system, traffic calming in the Cambridgeshire villages, and improvement to the A14 trunk road. |
| 2003 | The scheme was further developed and entered the Government's Targeted Programme of Improvements in April 2003. A number of route options were developed following the principles set out in the <i>CHUMMS</i> . The <i>CHUMMS</i> strategy included a dual carriageway southern bypass around Huntingdon and the removal of the trunk road viaduct across the East Coast Mainline railway in Huntingdon |
| 2005 | The CHUMMS strategy was taken to a public consultation in March 2005, together with an alternative strategy in which the Huntingdon viaduct was retained for movements between the north and east. There was greater support for the CHUMMS strategy than for the alternative during this consultation. |
| 2006 | A legal challenge was mounted by local opponents of the scheme and it was agreed that the Highways Agency would consult further on six previously considered route options, which would be referenced against the CHUMMS proposal. A second public consultation therefore followed in 2006/2007. |
| 2007 | A preferred route announcement was made by the Secretary of State in two stages: first, the route between Fen Drayton and Fen Ditton was announced in March; and second, the route between Ellington and Fen Drayton, which validated the CHUMMS strategy, was announced in October. |
| 2009 | Further work was done between 2007 and 2009 to develop the preferred route and to prepare draft line and de-trunking orders, side roads and compulsory purchase orders. A scheme costing £1.2 billion was developed and a start of works date in early 2012 was proposed. |
| 2010 | Plans were drawn up to commence a public inquiry in July 2010 but in the Government's 2010 Spending Review the A14 Ellington to Fen Ditton scheme was withdrawn from the roads programme as it was considered to be unaffordable in the economic climate at that time. |
| 2011/12 | In late 2011, following the cancellation of the Ellington to Fen Ditton scheme, the Department for Transport commissioned a study to re-consider multi-modal options for this section of the A14 trunk road. The <i>A14 Study</i> identified a range of potential interventions, which included a public transport package, a rail-freight package, and a road package. The <i>A14 Study</i> identified road options, from which six viable highway packages emerged and were further considered against traffic, economic, environmental and social criteria. |

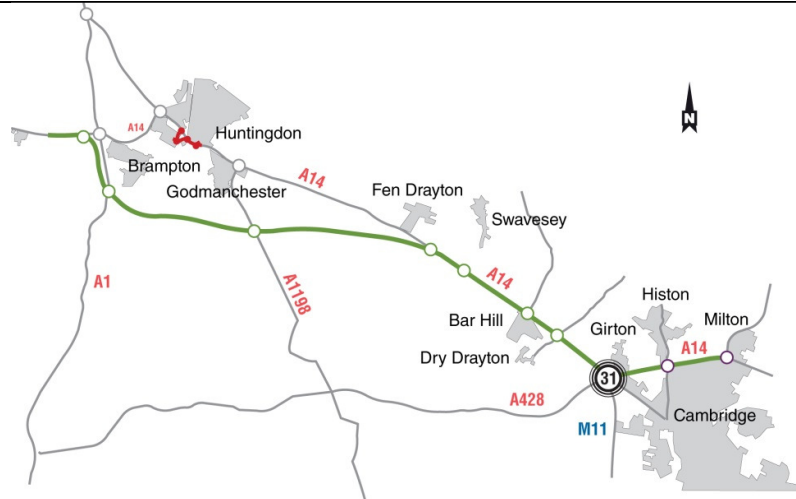
2.6 Recent development in the scheme proposals

- 2.6.1 In June 2013, the Government announced that up to £1.5 billion of funding would be made available for the proposed A14 Cambridge to Huntingdon improvement scheme. A contribution of £100 million from local authorities and local enterprise partnerships was also confirmed, along with plans to toll part of the scheme.

- 2.6.2 Following further assessment, the Highways Agency developed a single scheme which combined elements of options three and five in *Figure 2.2* below in what it considered to be the most effective way. A public consultation was held on this option, option seven, together with the six options set out in *Figure 2.2* below between 9 September and 13 October 2013. *Figure 2.2* describes options one to six and the findings of the consultation on each.
- 2.6.3 In December 2013 Government announced that plans to toll the A14 would be dropped. As a consequence, the Highways Agency undertook further assessment to determine if the proposed option remained the best solution if no toll were to be charged. This evaluation concluded that an un-tolled option seven best met the scheme objectives. That option was then developed into the scheme upon which statutory consultation was done and ultimately into the scheme for which the DCO application is being made.

| | | |
|----------|---|--|
| Option 1 |  | <p>Description: Improvement of Cambridge Northern Bypass, enhancement of Girton Junction, and the provision of local access roads between Girton and Trinity Foot. Retention of the existing A14 trunk road between Trinity Foot and Ellington.</p> <p>Findings: This option was not taken forward because it offered lower journey time savings than others, did not resolve many of the transport problems in the A14 corridor, did not achieve environmental benefits in Huntingdon and did not support plans for development on the western side of Huntingdon.</p> |
| Option 2 |  | <p>Description: No improvement of Cambridge Northern Bypass, limited enhancement of Girton junction, online widening of new junctions between Trinity Foot and Girton. Construction of Huntingdon Southern Bypass (three lane dual carriageway) between Trinity Foot and Ellington with an A1 junction at Brampton. De-trunking of bypassed sections of A14 and removal of the A14 viaduct across the East Coast Mainline railway.</p> <p>Findings: This option was not taken forward because it did not resolve congestion and safety issues on the Cambridge Northern Bypass, did not provide adequate resilience in the event of accidents and breakdowns, did not support development on the northern and eastern fringes of Cambridge and offered lower value for money than other options.</p> |

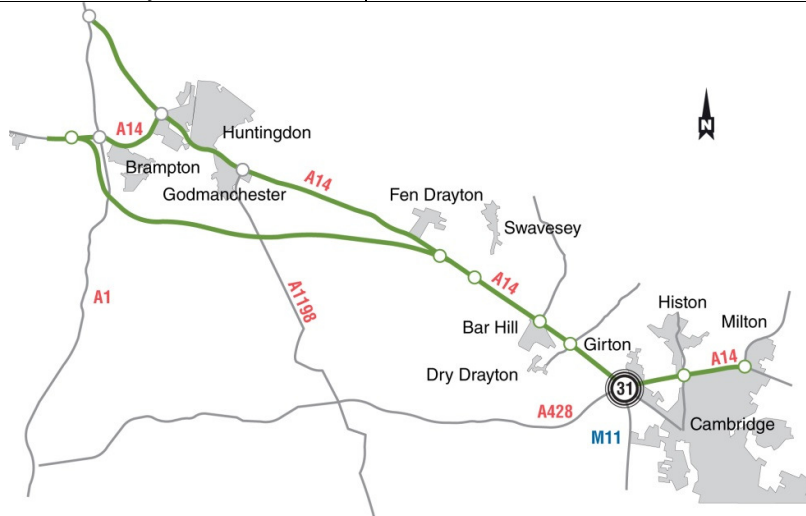
Option 3



Description: Improvement of the Cambridge Northern Bypass, limited enhancement of Girton junction, online widening of new junctions between Trinity Foot and Girton. Construction of Huntingdon Southern Bypass (dual three in both directions) between Trinity Foot and Ellington with an A1 junction at Brampton. De-trunking of bypassed sections of A14 and removal of the A14 viaduct across the East Coast Mainline railway.

Findings: This option had some merit and elements that warranted further consideration. But the option maintained existing side-road and property accesses onto the A14, with resulting safety and congestion impacts. It resulted in higher vehicle emissions than options with local access roads and did not provide resilience in case of accidents and breakdowns.

Option 4



Description: Improvement of the Cambridge Northern Bypass, limited enhancement of Girton junction, online widening and new junctions between Trinity Foot and Girton. Construction of Huntingdon Southern Bypass (dual two in both directions) between Trinity Foot and Ellington (no junction with the A1). Existing A14 past Huntingdon retained.

Findings: This option was not taken forward because it retained accesses on the A14, with resulting impacts on safety and congestion. It did not achieve the benefits of removing the A14 viaduct over the mainline railway in Huntingdon and did not support aspirations for development on the western side of Huntingdon.

| | | |
|----------|--|---|
| Option 5 | | <p>Description: Improvement of Cambridge Northern Bypass, full enhancement of Girton junction, online widening and new junctions between Trinity Foot and Girton, together with new local access road. Construction of Huntingdon Southern Bypass (dual two in both directions) between Trinity Foot and Ellington (no junction with A1). Existing A14 past Huntingdon retained.</p> <p>Findings: This option had some merit and had elements that warranted further consideration. But the option did not achieve the local benefits of removing the A14 viaduct over the mainline railway and did not support aspirations for development on the western side of Huntingdon.</p> |
| Option 6 | | <p>Description: Improvement of the Cambridge Northern Bypass, enhancement of Girton junction to enable free flow to A428. A428 widening to dual four in both directions between Girton and Caxton Gibbet. A1198 widened to dual three in both directions north of Caxton Gibbet to the intersection with Huntingdon Southern Bypass (dual two in both directions) with continues west to Ellington with a junction onto A1 at Brampton. Existing A14 de-trunked between Girton and A1/A1(M).</p> <p>Findings: This option was not taken forward because it offered lower journey time saving than most other options and would not resolve many of the transport problems in the A14 corridor. It generated the highest levels of vehicle emissions of all the options and offered the lower value for money.</p> |

Figure 2.2: Descriptions of the options, their features and the findings from the options consultation

2.7 The scheme

Description of the scheme

2.7.1 As presented in *Figure 2.3*, the A14 Cambridge to Huntingdon improvement scheme would extend east from the existing A14 at Ellington to the Cambridge Northern Bypass at Milton, a distance of approximately 34 km (21 miles).

2.7.2 It would extend south and east from Ellington to create a new southern bypass of approximately 20 km (12 ½ miles) in length around Huntingdon before re-joining the existing A14 near Swavesey. From there it would continue east, with carriageway widening as far as Milton, at the east end of the Cambridge Northern Bypass. The scheme would also include the widening of the existing A1 trunk road between Brampton and Alconbury, together with the construction of a local road between Fen Drayton and Girton a distance of 8 km (5 miles) following the route of the A14. The existing A14 trunk road would be downgraded to county road status (de-trunked) between Brampton Hut and Swavesey, as well as between Alconbury and Spittals interchange and the road viaduct over the East Coast Mainline railway in Huntingdon would be removed.

Consultation on the proposed scheme

2.7.3 This Consultation Report documents consultation and engagement undertaken by the Highways Agency on the proposed scheme that was published at a statutory formal consultation in April 2014.

2.7.4 Following the statutory formal consultation a number of amendments were made to the scheme in response to consultation feedback and the completion of technical studies. These design changes led to the finalisation of the scheme design as is included in the Development Consent Order application. Each chapter of this report reports on the changes made to the relevant section of the scheme in response to consultation responses.

2.7.5 Consultation focussed on specific elements of the scheme, as set out in a questionnaire (see appendix B). These elements are described in the following sections.

2.7.6 The scheme for which development consent is sought is as follows:

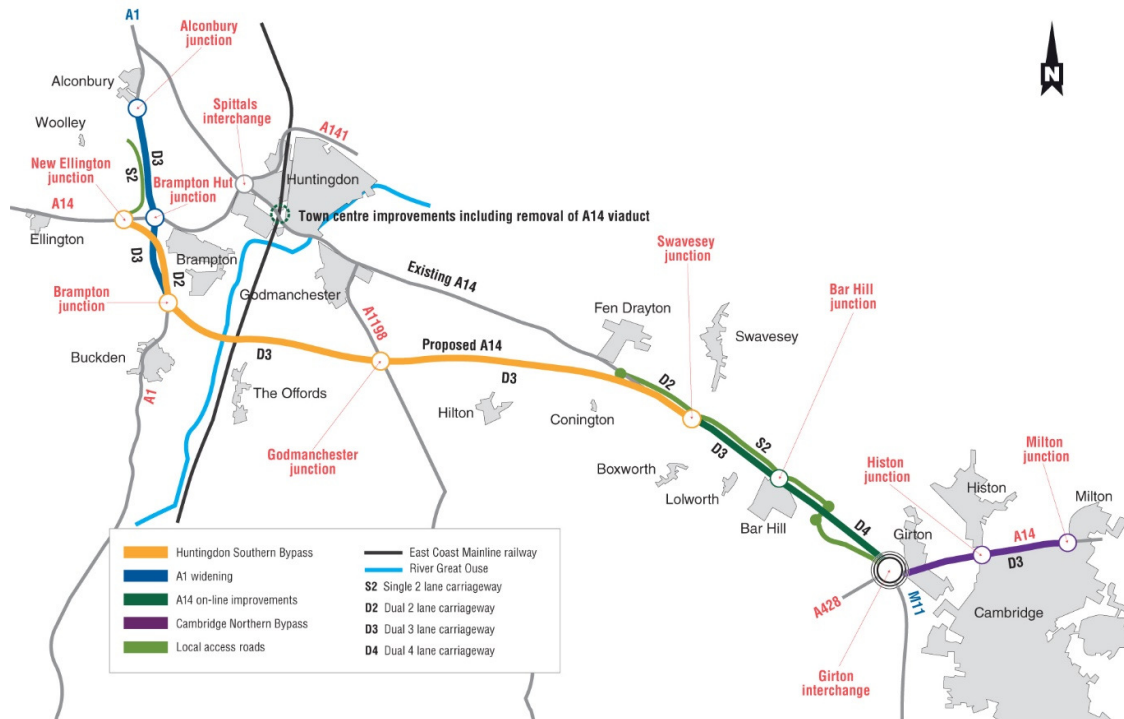


Figure 2.3 The A14 Cambridge to Huntingdon improvement scheme (DCO design)

A1 Brampton to Alconbury

- 2.7.7 A 5.6 km section of the A1 trunk road between Alconbury and its junction with the new Huntingdon Southern Bypass (between Brampton and Buckden) would be widened to dual three-lane all-purpose road standards. This is in order to accommodate the increased traffic flows to and from the A14.
- 2.7.8 The A1 would be displaced to the west of its current position over a 2.6 km length between Brampton Hut and Brampton.

A1/A14 layout at Brampton

- 2.7.9 A new section of the A1 would be constructed as dual three lane carriageway on the western side of the existing A1 alignment between Brampton Hut junction and Brampton interchange. Two new slip roads would provide connections between the A1 and A14 north of Buckden for traffic travelling from A1 southbound onto A14 southbound and for traffic travelling from A14 northbound onto A1 northbound.

A14 Huntingdon Southern Bypass

- 2.7.10 The scheme commences at Ellington, where a new grade-separated roundabout junction would be constructed on the existing A14 trunk road to maintain movement into and out of Huntingdon and onto the A1 trunk road by means of west-facing slip roads. A single carriageway local road would be constructed from Ellington to Woolley Road.
- 2.7.11 The first section of the improvement scheme provides a 20 km southern bypass to Huntingdon. From Ellington, a dual two-lane all-purpose link

would be constructed to a new junction with the A1 trunk road to the south-west of Brampton. This junction would allow movements between the A14 westbound and the A1 northbound and between the A1 southbound and the A14 eastbound.

- 2.7.12 The scheme continues eastwards as a dual three-lane all-purpose carriageway from the A1 junction and re-joins the existing A14 corridor close to the village of Swavesey. The road crosses the flood plain of the River Great Ouse on two low viaducts, the first being a nine-span structure of approximately 540 metres in length and the second a five-span structure of approximately 265 metres in length.
- 2.7.13 The scheme crosses the East Coast Mainline railway by means of a single-span bridge which has been designed to accommodate the requirements of Network Rail for overhead electrification.
- 2.7.14 A junction would be provided with the A1198 to the south of Godmanchester. West-facing slip roads would allow eastbound traffic to exit the A14 and westbound traffic to join the A14 at this point.

A14 Swavesey to Girton

- 2.7.15 The scheme continues eastwards from Swavesey along the line of the existing A14 to Girton, on the western outskirts of Cambridge, where it connects with the M11 motorway and the A428 trunk road by means of a grade-separated junction.
- 2.7.16 Between Swavesey and Bar Hill the improved A14 would be built to dual three-lane all-purpose road standards. From Bar Hill to Girton the road becomes a dual four-lane all-purpose highway.
- 2.7.17 An improved junction would be provided to the south of Swavesey; this would accommodate all traffic movements to and from the A14 trunk road and would maintain access to Cambridge Services and Buckingham Business Park.
- 2.7.18 An improved junction would also be provided at Bar Hill where all traffic movements would be accommodated to and from the A14 trunk road. The junction would provide a link between the proposed housing development at Northstowe and the trunk road network; the design makes provision for phases one and two of this development.
- 2.7.19 The Girton intersection accommodates all the existing traffic movements between the M11 motorway, the A14 and A428 trunk roads, and the A1307 Huntingdon Road. The existing westbound alignment of the A14 through this intersection is improved by the closure of the current loop arrangement and the construction of a new link road which provides for freer movement through the junction.
- 2.7.20 The movement of traffic between the A428 and the A14 to the west of Girton junction is not provided for in the current road layout and the new scheme also does not accommodate it. This is because traffic movements that would use this connection have been shown to be exceedingly low.

A14 Cambridge Northern Bypass, Histon to Milton

- 2.7.21 A 2.5 km (1.5 miles) section of the Cambridge Northern Bypass between Histon and Milton would be widened from the existing two lane dual carriageway to a three lane dual carriageway.
- 2.7.22 By the time of this scheme's construction, the section of the A14 between Girton interchange and Histon will have been widened as part of the A14 Junction 31 to 32 Eastbound and Westbound improvements scheme, and as such does not form part of the A14 Cambridge to Huntingdon improvement scheme.

Local access roads and junctions

- 2.7.23 The scheme includes a local access road, built to single carriageway standards, which extends from the bypassed section of the existing A14 near Fen Drayton to Huntingdon Road at Girton, a length of approximately 9.5 km. It would connect with the improved trunk road by means of the junctions at Swavesey, Bar Hill and Girton. The existing junction with the A14 at Dry Drayton would be closed.
- 2.7.24 This local road would be operated by Cambridgeshire County Council. It would include provision for non-motorised road users by means of segregated tracks adjacent to the highways and non-motorised user bridges over the trunk road.
- 2.7.25 The local road would run to the north of the A14 trunk road from Fen Drayton to Dry Drayton. At Dry Drayton it would cross under the A14 trunk road and continue to the south side of the trunk road to Girton where it would connect to Huntingdon Road. A new access would be provided to Cambridge Crematorium from this local road.

Huntingdon Viaduct Demolition and A14 de-trunking

- 2.7.26 The existing A14 trunk road would be downgraded to county road status (de-trunked) between Brampton Hut and Swavesey, as well as between Alconbury and Spittals interchange. Approximately 21 km (13 miles) of the existing A14 route would be downgraded to county road status.
- 2.7.27 As part of this section of the scheme the road viaduct over the East Coast Mainline railway in Huntingdon would be removed.
- 2.7.28 A new link road would be constructed to improve access into Huntingdon from the south and east by connecting the existing A14 with the Huntingdon ring road near the bus station and by constructing a new link road from Brampton Road to connect with the A14 to the west. The Brampton Road bridge would remain as the crossing over the East Coast Mainline railway for lightweight traffic.

3 The consultation methodology

3.1 Purpose of this chapter

- 3.1.1 This chapter sets out the approach to the statutory and non-statutory consultation processes undertaken by the Highways Agency on the scheme. It explains how consultation responses have been considered and reported.
- 3.1.2 This chapter also provides an overview of the approach to non-statutory consultation and engagement, however further detail on these processes is provided in chapter 20 and appendix D and F of this report.
- 3.1.3 The chapter demonstrates how the approach complies with relevant legislation and guidance.

Accordance with relevant legislation and guidance

- 3.1.4 Pre-application consultation is a key requirement for applications for Development Consent Orders (DCO) for major infrastructure projects. There is a range of legislation and guidance that underpins the consultation process, which the Highway Agency's approach accords with, as listed below:

- *Planning Act 2008* as amended;
- *Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (APFP Regulations)*;
- *Infrastructure Planning (Environmental Impact Assessment) Regulations 2009*;
- *Planning Act 2008: Guidance on the pre-application process* (Department for Communities and Local Government, August 2014);
- *Advice Note 3: EIA consultation and notification* (Planning Inspectorate, July 2013);
- *Advice Note 14: Compiling the consultation report* (Planning Inspectorate, April 2012); and
- *Advice Note 16: The developer's pre-application consultation, publicity and notification duties* (Planning Inspectorate, April 2012).

Aim of the consultation

- 3.1.5 The aim of the pre-application consultation with local communities, local authorities and other statutory consultees, in accordance with Department for Communities and Local Government (DCLG) guidance¹, was to:
- allow consultees the opportunity to influence the scheme so it better meets their needs and objectives;
 - increase understanding of the scheme and how it may impact on different people;

¹ DCLG (August, 2014) *Planning Act 2008: Guidance on the pre-application process*, paragraph 11.

- gather information about the social, economic and environmental context and potential impacts of the scheme;
- understand how the scheme could better support wider strategic and local objectives; and
- agree mitigation measures, and build them into the scheme in some cases, to reduce impacts of the scheme.

3.2 Overview of approach

- 3.2.1 The *Planning Act 2008* (“the Act”) sets out four principal statutory consultation processes.
- 3.2.2 Section 46 of the Act requires that the Highways Agency notifies the Secretary of State of the proposed application prior to commencing consultation in accordance with the duty to consult pursuant to section 42.
- 3.2.3 Under section 42 of the Act there is a duty to consult with prescribed consultees (s42(1)(a)), local authorities (s42(1)(b)) and those with an interest in the land (s42(1)(d)).
- 3.2.4 Under section 47 of the Act there is a duty to consult the local community, defined as “people living in the vicinity of the land.”
- 3.2.5 Section 48 sets a duty to publicise the proposed application in the prescribed manner, as set out in the *APFP Regulations*.
- 3.2.6 Key to each consultation process is section 49, which sets a duty to have regard to the responses to the consultation and publicity pursuant to sections 42, 47 and 48 of the Act (outlined above).
- 3.2.7 This chapter describes the Highways Agency's approach to these principal requirements. It refers to the four key consultee strands:
- prescribed consultees;
 - local authorities;
 - land interests; and
 - the local community and key stakeholders.
- 3.2.8 The following sections of this chapter set out the approach to each consultation requirement; the notification to the Secretary of State (section 3.3), the duty to consult the local community (section 3.4), consultation pursuant to section 42 of prescribed consultees (section 3.5), local authorities (section 3.6) and land interests (section 3.7), and publicity pursuant to section 48 (section 3.8).

3.3 Notifying the Secretary of State

- 3.3.1 As required by section 46 of the Act, a letter and consultation information was sent to the Secretary of State on 4 April 2014, prior to the commencement of consultation in accordance with section 42. A copy of the letter is provided in appendix A.6, and the relevant consultation material is provided in appendix B. The letter included information on how to access consultation material including online, at planned exhibitions and by contacting the Highways Agency. A *Consultation Brochure* was enclosed

with the letter. This was the information as provided to the section 42 consultees.

3.4 Duty to consult local community

3.4.1 As required by section 47(1) of the Act the Highways Agency prepared a statement (*Statement of Community Consultation (SoCC)*) setting out how it proposed to consult, about the proposed application, people living in the vicinity of the land.

3.4.2 Section 47 requires the Highways Agency to firstly consult the local authorities defined by section 43(1) of the Act (referred to for the purpose of this report as 'hosting authorities') on the content of the *SoCC*. The duty requires the Highways Agency to have regard to the hosting authorities' responses to this consultation (s47(5)) in preparing the *SoCC*. Once prepared, section 47(6) of the Act requires the Highways Agency to make the *SoCC* available for inspection by the public, publish a notice in the newspaper providing details of how the *SoCC* can be inspected, and publish the *SoCC* in the manner prescribed. The Highways Agency is then required to carry out consultation in accordance with the *SoCC* (s47(7)).

Statement of Community Consultation (SoCC)

3.4.3 The objective of the *SoCC* is to establish a comprehensive approach to engaging all communities living in the vicinity of the scheme. The *SoCC* describes a range of outreach methods including a selection of online, in-person and stationary events. A copy of the final *SoCC* as published is provided in appendix A.2.

3.4.4 The *SoCC* was developed in collaboration with the hosting authorities; Cambridgeshire County Council, South Cambridgeshire District Council and Huntingdonshire District Council.

3.4.5 The three Councils were informally provided with an early draft of the document following which initial comments were provided. The *SoCC* was then further developed and issued to the Councils for a statutory 28 day period for review from 10 February 2014 (as per section 47(3)). A copy of the draft *SoCC* that was sent to the three Councils is provided in appendix A.1.

3.4.6 A summary of the feedback that was received from the local authorities along with how this was taken into account is provided in *Table 3.1*. Appendix A.2 includes the letters received back from the local authorities.

Table 3.1: Local authority feedback on the SoCC (s47(5))

| Local authority | Summary of feedback received | Regard had to the feedback |
|---------------------------------------|---|---|
| Cambridgeshire County Council | <p>Letter sent on 7 March 2014 providing feedback on the draft SoCC.</p> <p>The letter confirmed that the Council was content with the SoCC subject to ensuring that community engagement should meet the criteria in its statement of community involvement requirements for applicants for NSIPs and public exhibitions (the schedule for which was noted as extensive) including those who may be affected by the supply of materials through borrow pits and recycled aggregate from sites such as Alconbury Airfield.</p> <p>The Council's letter gave other feedback concerning the Environmental Impact Assessment (EIA) Scoping Report and Preliminary Environmental Information Report (PEIR).</p> | <p>A letter was sent on 1 May 2014 (which can be seen at <i>appendix A.3</i>) to summarise how feedback was taken into account.</p> <p>Due regard was had to the Council's comments and while no changes were made to the SoCC in response to the Council's letter, confirmation was provided in the letter that engagement on borrow pits would comply with the Council's current Statement of Community Involvement.</p> <p>The letter also confirmed that comments on the draft Environmental Impact Assessment Scoping Report would be taken into account where applicable within the Preliminary Environmental Information Report (PEIR) provided for public consultation.</p> |
| Huntingdonshire District Council | <p>Letter sent on 6 March 2014. It confirmed that the Council was content with the draft SoCC with the exception of a minor amendment to the technical description of the carriageway widening on the existing A14.</p> | <p>The SoCC was amended as a result of the Council's letter; amendments were made in relation to wording of introductory paragraph and text to better reflect the extent of carriageway widening on the A14. The amendments were confirmed by letter to the Council sent on 1 May 2014 (which can be seen at <i>appendix A.3</i>).</p> |
| South Cambridgeshire District Council | <p>Letter sent on 10 March confirming that the Council generally supports the draft SoCC, however an additional consultation exhibition was requested at Camborne given the development planned in the area and interest in the Girton interchange/A1198 junction arrangements.</p> | <p>The SoCC was amended as a result of the Council's letter; amendments were made to include an additional exhibition planned at Camborne at the Camborne Community Centre (Tuesday 13 May from 10am until 2pm). The amendment was confirmed by letter to the Council sent on 1st May 2014 (which can be seen at <i>appendix A.3</i>)</p> |

3.4.7 Going beyond the requirements of section 47(6), the *SoCC* was published in full in local newspapers prior to the start of the formal consultation to inform the public of the upcoming events and of the deposit locations of where the *SoCC* and the consultation material would be available to be

viewed (set out in *Table 3.3* below). This publication and the availability of the *SoCC* at the deposit locations made the statement available for inspection by the public in a way that is reasonably convenient for people living in the vicinity of the land, as required by s47(6)(za). The *SoCC* was published in:

- Cambridge News, 31 March 2014
- The Hunts Post, 2 April 2014

3.4.8 Appendix A.5 provides the proof of publishing of the final *SoCC*, including information as to where the statement and the consultation material would be available to be viewed, in these newspapers.

3.4.9 To support the published *SoCC*, a consultation flyer (see appendix B) was distributed door-to-door providing information of the consultation and exhibition events being held. The distribution of the flyer was to residential and business addresses within the following areas:

- | | | |
|----------------------|---------------------|------------------------|
| • Alconbury | • Boxworth | • Ellington |
| • Alconbury Weston | • Brampton | • Ellington Thorpe |
| • Arbury | • Buckden | • Elsworth |
| • Bar Hill | • Conington | • Fen Ditton |
| • Barham | • Cottenham | • Fen Drayton |
| | | • Histon and Impington |
| • Fenstanton | • Dry Drayton | • Horningsea |
| • Girton | • Graveley | |
| | • Hemingford Grey | • Houghton |
| • Godmanchester | • Hilton | • The Stukeleys |
| • Huntingdon | • Offord Cluny | • Swavesey |
| • Kings Hedges | • Offord D'arcy | • Waterbeach |
| • Knapwell, Lolworth | • Orchard Park | • Willingham |
| • Longstanton | • Over | • Woolley |
| • Madingley | • Papworth Everard | |
| • Milton | • Papworth St Agnes | • Wyton |
| • Oakington | • St Ives | |

Section 47 consultation in accordance with the *SoCC*

3.4.10 Consultation was held with the local community and key stakeholders that are living in the vicinity of, and/or are interested in, the scheme. The geographical area of the community consultation for the scheme is an extensive one. It extends between Cambridge and Huntingdon, covering areas where the current A14 exists and where the new A14 is proposed,

which covers the areas surrounding the scheme as listed above. This is considered the appropriate area for consultation as defined in the Act as the “*people living in the vicinity of the land*” (s47 (1)).

- 3.4.11 A statutory pre-application consultation period took place between 7 April and 15 June 2014, as stated in the *SoCC*. This involved exhibitions, web-chats and a range of consultation materials described as follows.

Letters

- 3.4.12 Letters were sent by first class post to 1,059 organisations and individuals living or operating within the vicinity of the scheme and/or considered to have an interest in the scheme, which are not falling within section 42 of the Act. A copy of this letter is provided in appendix A.9. Enclosed with the letter was the consultation flyer, providing information on the exhibitions, and the letter also cited the website where further information could be viewed. The letter also stated the deadline of 15 June 2014 for the receipt of consultation responses.

Exhibitions

- 3.4.13 During the consultation period, 31 public consultation exhibition events were held at venues listed in the *SoCC* and the consultation flyer. These were open to all and provided information on the scheme proposals as well as giving an opportunity for attendees to speak to members of the Highways Agency's team regarding any questions or concerns.
- 3.4.14 Locations for the consultation events were chosen based on proximity to and potential impacts of the scheme. This included central locations such as Cambridge and Huntingdon for ease of access, as well as smaller communities with a known interest in the scheme.
- 3.4.15 Over 1,500 people attended the exhibition events as listed in the *SoCC*. *Table 3.2* lists the 31 events and approximate number of consultees. The locations demonstrate the consultation area.

Table 3.2: Consultation events

| Date | Location | Estimated number of attendees |
|---------------|---|-------------------------------|
| 8 April 2014 | Bar Hill Tesco | Estimated over 300 |
| 10 April 2014 | Papworth Library | 41 |
| 11 April 2014 | Bar Hill Church Centre | 57 |
| 11 April 2014 | Buckden Village Hall | 154 |
| 12 April 2014 | Cambridge Grand Arcade | Estimated over 400 |
| 15 April 2014 | Offords Village Hall | 85 |
| 17 April 2014 | Huntingdon Commemoration Hall | 102 |
| 22 April 2014 | Brampton Memorial Centre | 191 |
| 24 April 2014 | Godmanchester Queen Elizabeth Hall | 122 |
| 25 April 2014 | Hilton Village Hall | 89 |
| 26 April 2014 | Girton College | 55 |
| 28 April 2014 | Cambridge Science Park (Trinity Centre) | 26 |
| 29 April 2014 | Cambridge Meadows Community Centre | 18 |
| 30 April 2014 | St Ives Burgess Hall | 83 |
| 7 May 2014 | Houghton and Wyton Memorial Hall | 42 |
| 8 May 2014 | Hemingford Pavilion | 60 |
| 9 May 2014 | Great Paxton C of E Primary School | 25 |
| 10 May 2014 | St Neots Museum | 20 |
| 12 May 2014 | Fenstanton Church Centre | 70 |
| 13 May 2014 | The Hub Cambourne | 21 |
| 14 May 2014 | Swavesey Memorial Hall | 17 |
| 16 May 2014 | Fen Drayton Village Hall | 12 |
| 17 May 2014 | Over Community Centre | 4 |
| 23 May 2014 | Longstanton Village Hall | 12 |
| 24 May 2014 | Dry Drayton Village Hall | 12 |
| 27 May 2014 | Milton All Saints Church Hall | 11 |
| 28 May 2014 | Oakington & Westwick Sports Pavilion | 25 |
| 29 May 2014 | Impington Village College | 25 |
| 30 May 2014 | Boxworth Village Hall | 28 |
| 31 May 2014 | Madingley Village Hall | 27 |
| 2 June 2014 | Lolworth Robinson Hall | 37 |

3.4.16 Questionnaires were available at the exhibitions and attendees were encouraged to complete and return by post or to return them to a member

of staff at the exhibition. Questionnaires received at the exhibition were processed as per all other statutory responses received, see section 3.11. Consultation brochures were also available at the exhibitions to be taken away.

- 3.4.17 In addition to the consultation exhibition events, 23 deposit points were also available, where consultation materials, including the SoCC, could be viewed. Consultation brochures and questionnaires, the SoCC and *Section 48 Notice* were all available at the deposit points to be taken away. The locations of the deposit points, in accordance with the SoCC, are set out in *Table 3.3*. The deposit points were for information purposes only and provided no opportunity to respond to the consultation directly there.

Table 3.3: Deposit points

| | | |
|------------------------------------|-----------------------------------|---------------------------------|
| Huntingdon Library | Buckden Library | St Ives Library |
| St Neots Library | Swavesey Library | Bar Hill Library |
| Cambridge Central Library | Histon Library | One Leisure St Neots |
| One Leisure Huntingdon | Chesterton Sports Centre | Brampton Frosts Garden Centre |
| One Leisure St Ives | Cambourne Library | Cambridge City Council |
| South Cambridgeshire District Hall | Huntingdonshire District Council | Suffolk County Council |
| Orwell Crossing Lorry Park | Travelodge Cambridge Orchard Park | Papworth Everard Pendrill Court |
| A14 Cambridge Services | Northamptonshire County Council | |

Consultation information and materials

- 3.4.18 A range of material was made available to consultees to inform understanding and views on the scheme. These materials were available at consultation events, online, on request by contacting the Highways Agency and at 23 deposit point venues between 7 April and 15 June 2014, as publicised by the SoCC.
- 3.4.19 The materials are described below. Copies of this information are provided in appendix B.
- **Consultation brochure:** providing background to the scheme, including strategic context, aims and objectives, and an overview of the different elements of the proposed scheme.
 - **Exhibition boards:** utilised in the exhibition events as a visual summary overview of the consultation brochure, including details of how to respond to the consultation.
 - **Preliminary environmental information report (PEIR):** provided information on preliminary assessment of the likely significant effects of the scheme on the environment as well as related proposed mitigation measures.
 - **Preliminary traffic report:** provided information on the proposed scheme's impact on projected traffic flows across the scheme area.

- **Scheme drawings:** overview and detailed drawings showing information on design proposals for the scheme, including junction layouts and road alignment.
- **Scheme questionnaire:** to encourage all consultees to provide responses on the proposed scheme. Available as hard copies at consultation events, at deposit points, on request and online. The questionnaire included a combination of closed and open questions, with general questions on the need for and support for the scheme, followed by questions on each element of the route. It also included questions concerning environmental and construction impacts. The full questionnaire is included in appendix B.

3.5 Prescribed consultees, section 42(1)(a)

- 3.5.1 Prescribed consultees were identified as provided in Regulation 3 and Schedule 1 of the *APFP Regulations*.
- 3.5.2 These consultees include organisations such as environmental regulatory bodies, relevant utility companies and emergency services. A full list of the organisations consulted under section 42(1)(a) can be found in appendix C, *Tables A-C*.
- 3.5.3 Statutory consultation was undertaken with prescribed consultees by way of a letter sent by first class post on 10 April 2014 (appendix A.10.1). Enclosed with the letter was a copy of the consultation brochure, and the letter stated the website address where further information was available. This further information included the *PEIR*, the *Preliminary Traffic Report* and the proposed scheme drawings.
- 3.5.4 The letter set out that a statutory pre-application consultation was taking place between 7 April and 15 June 2014, and that recipients were being consulted as required pursuant to the "Duty to Consult" in section 42 of the Act.
- 3.5.5 The letter encouraged consultees to respond by completing a questionnaire and set a deadline for responses of 15 June 2014.
- 3.5.6 Following confirmation by PINS of consultees under the *Infrastructure Planning (Environmental Impact Assessment) Regulations 2009*, a second round of letters was issued to an additional 26 consultees, largely statutory undertakers, on 9 May 2014 with refined contact details, with a 28 day period to respond, following the day after receipt of the letter. Details of which organisations were consulted in April and May can be found in appendix C, *Tables A-C*.

3.6 Local authorities, section 42(1)(b)

- 3.6.1 Local authorities were identified in accordance with section 43 of the Act. This includes those local authorities whose area the proposed scheme falls within (referred to in this report as the 'hosting authorities'). It also includes 'neighbouring authorities' as defined by section 43(2) of the Act as being those whose area shares a boundary with a hosting authority. Pursuant to section 43, hosting authorities are categorised as either "B" or "C" depending on whether they are unitary councils, lower-tier district councils

or upper-tier county councils, and neighbouring authorities are categorised "A" or "D" depending upon the type of local authority they are and the categorisation of the hosting authority they share a boundary with (see further explanation in appendix C, section C.3). The following lists the local authorities identified pursuant to section 43, categorising them as hosting authorities (and then as "B" or "C") or neighbouring authorities (and then as "A" or "D").

Hosting authorities:

- Cambridgeshire County Council ("C")
- South Cambridgeshire District Council ("B")
- Huntingdonshire District Council ("B")

Neighbouring authorities:

- Cambridge City council ("A")
- Lincolnshire County Council² ("D")
- East Cambridgeshire District Council ("A")
- Fenland District Council ("A")
- Peterborough City Council ("D")
- East Northamptonshire Council ("A")
- Bedford Borough Council ("D")
- Central Bedfordshire Council ("D")
- North Hertfordshire District Council ("A")
- Uttlesford District Council ("A")
- St Edmundsbury Borough Council ("A")
- Braintree District Council ("A")
- Hertfordshire County Council ("D")
- Essex County Council ("D")
- Suffolk County Council ("D")
- Northamptonshire County Council ("D")
- Norfolk County Council ("D")

3.6.2 Statutory consultation was undertaken with these local authorities by issuing a letter sent by first class post on 10 April 2014³. Enclosed with the letter was a copy of the consultation brochure, and the letter stated the website address where further information was available. This further

² Lincolnshire County Council was issued a section 42 consultation letter in a second round (sent on 9 May 2014) as noted in section 2.4.4 and appendix A, following refinement of contact details. The consultation letter was issued on 9 May 2014. All other local authorities were issued letters on 10 April 2014.

³ This is with the exception of Lincolnshire County Council, for which a letter was sent on 9 May 2014 following confirmation of the correct contact details.

information included the *PEIR*, the Preliminary Traffic Report and the proposed scheme drawings.

- 3.6.3 The letter set out that a statutory pre-application consultation was taking place between 7 April and 15 June 2014, and that recipients were being consulted as required pursuant to the "Duty to Consult" in section 42 of the Act.
- 3.6.4 The letter encouraged consultees to respond by completing a questionnaire and set a deadline for responses of 15 June 2014. An example of the letter is provided in appendix A.10.1.

3.7 Land interests, section 42(1)(d)

- 3.7.1 Those with an interest in the land as defined by section 44 of the Act are a distinct element of the section 42 consultation.
- 3.7.2 Through diligent inquiries those with an interest in the land have been identified and are listed in *Table E* of appendix C. This includes those whose land or interest in land may be affected by the development and those who may have a relevant claim arising out of the development.
- 3.7.3 In accordance with *Advice Note 14*, the consultee lists have been cross checked against those included in the *Book of Reference (document reference 4.3)* and are wholly consistent. The check included interests affected not just by compulsory acquisition but by other measures under the draft DCO, including temporary possession and creation and/or extinction of rights, as well as interests who may have a relevant claim (as defined under s44). Rather than highlight the whole tables in *Table E* of appendix C, then, it is confirmed that all of the consultees set out in those tables are included in the book of reference, and therefore all interests listed in the book of reference have been consulted.
- 3.7.4 A letter was sent by first class post to known s42(1)(d) consultees following diligent inquiry on the 10 April 2014. Enclosed with the letter was a copy of the consultation brochure, and the letter stated the website address where further information was available. This further information included the *PEIR*, the *Preliminary Traffic Report* and the proposed scheme drawings.
- 3.7.5 The letter set out that a statutory pre-application consultation was taking place between 7 April and 15 June 2014, and that recipients were being consulted as required pursuant to the "Duty to Consult" in section 42 of the Act.
- 3.7.6 The letter encouraged consultees to respond by completing a questionnaire and set a deadline for responses of 15 June 2014. An example of the letter is provided in appendix A.10.1.
- 3.7.7 Following the formal consultation period a process of supplementary diligent inquiry continued and additional land interests were identified as the scheme developed. Also the design of the scheme was amended in light of consultation responses, design development and the finalisation of environmental impact assessment and in some instances this introduced additional new interests in the land (e.g. where the changes resulted in minor amendments to the land required).

- 3.7.8 These additional consultees were sent a letter (in the same form as that provided to other s42(1)(d) consultees and which is described above at paragraphs 3.7.4-3.7.6) by first class post enclosing relevant materials with a deadline, providing a minimum of 28 days for a response to the consultation from the day after the letter was received. Examples of the letter are provided in appendix A.10.4-8 inclusive.
- 3.7.9 Further information on the statutory consultation process with additional land interest consultees is provided in chapter 19 of this report.
- 3.7.10 The diligent inquiry process to identify relevant interests in land included the following methods:
- **HMLR Title Plans:** scheme wide searches of the HMLR Index Map were undertaken and relevant HMLR Title Plans were obtained.
 - **Land Information Questionnaires (LIQ):** questionnaires were sent requesting confirmation of known land interests and provision of other relevant information.
 - **Environmental impact assessment information:** this was used to identify those people within "Category 3" pursuant to section 44(4) of the Act who might have a relevant claim (including as a result of noise, lighting or air quality) as defined under section 44(6).
 - **Additional searches and inquiries:** with host councils, utility providers, Companies House, director report data, the electoral register, the Canal and Rivers Trust and the Inland Waterways Association (to identify private rights of navigation) and enquiries to identify mooring rights at marinas in the vicinity of the scheme.
 - **Site inquiries:** where no LIQ response was received or it was not possible to identify land interests from other sources, addresses were visited so that verbal doorstep interviews could be undertaken to gather information on the relevant land interests.
 - **Web based research:** to verify details or identify interests where land was unregistered or it was not possible to identify land interests from other sources.

3.8 Section 48 publicity

- 3.8.1 In accordance with section 48 of the Act the proposed application for the scheme was publicised in accordance with Regulation 4 of the *APFP Regulations*.
- 3.8.2 A notice was published in four newspapers to publicise the proposed application for the scheme. This included two local newspapers (circulating in the vicinity of the scheme) for two successive weeks, and once in each of the London Gazette and a national newspaper (The Times). The dates on which the notices were published are listed below and provided in appendix A.8:
- Cambridge News – 31 March and 7 April 2014
 - The Hunts Post – 2 April and 9 April 2014
 - London Gazette – 31 March 2014

- The Times – 31 March 2014

- 3.8.3 Consultation with section 42 and section 47 consultees (as detailed above) was undertaken at the same time as the section 48 publicity. In line with this the section 48 notice publicised the formal consultation period of 7 April to 15 June 2014 and the consultation activities taking place during that period.
- 3.8.4 Section 42(1)(a) and (b) consultees were issued with a copy of the section 48 notice in accordance with Regulation 11 of the *Infrastructure Planning (Environmental Impact Assessment) Regulations 2009* (letter provided at appendix A.9).
- 3.8.5 A copy of the section 48 notice is provided in appendix A.7.
- 3.8.6 Consultation responses to the section 48 publication and the section 47 consultation are reported together as they were undertaken within the same time period (7 April to 15 June 2014).

3.9 Non-statutory design change consultation and engagement

- 3.9.1 Following the analysis of consultation responses received, and the further development of technical studies (including traffic modelling and the environmental impact assessment) changes were made to the design of the proposed scheme.
- 3.9.2 These changes were reviewed for the materiality of the change with reference to potential changes in environmental impacts, the physical scale of the change and the likely level of public interest in the design change, in line with Department of Communities and Local Government (DCLG) guidance on pre-application consultation.
- 3.9.3 Following this review it was concluded that none of the changes were of a level of significance that required further statutory consultation. Nevertheless the Highways Agency still wished to consult on the particular changes identified by the review and therefore a targeted non-statutory consultation was undertaken on them. A full list of these design changes is provided in appendix F.
- 3.9.4 The consultation materials included design change drawings and a schedule illustrating the design changes, as provided in appendix F.
- 3.9.5 The design change drawings were issued to the section 42 consultees by electronic file transfer on 16 October 2014 with a deadline for response by 31 October 2014. Meetings had already been held prior to this to discuss the updated design. These consultees are listed below:
- South Cambridgeshire District Council (“B”)
 - Huntingdonshire District Council (“B”)
 - Cambridgeshire County Council (“C”)
 - Natural England
 - Environment Agency
 - English Heritage

- 3.9.6 Land interests, members of local communities and key stakeholders considered to be potentially affected by and/or interested in the design change were also written to, enclosing drawings and a schedule identifying the change as well as directions to the original consultation drawings and materials, and details of where they could be obtained. These consultees were identified following an assessment of the area impacted by or interested in each change. The letters were sent by first class post on 29 September, 1 October and 2 October 2014 and consultees were given 28 days from the day after receipt to submit comments. An example of the form of the letter is provided in appendix F.
- 3.9.7 Following the issuing of this information to consultees, follow up meetings were held with some land interest consultees to discuss the design changes.
- 3.9.8 The Homes and Communities Agency were issued the relevant design change drawings by electronic file transfer on 21 October 2014 with a deadline for response by 31 October 2014.
- 3.9.9 Non-motorised user (NMU) groups were consulted on the changes by way of a workshop with the Highways Agency on 3 October 2014.
- 3.9.10 In December 2014, a non-statutory information exercise was undertaken to notify relevant consultees of a design change for the river Great Ouse crossing. In response to the Environment Agency's new flood risk model for the river Great Ouse, the design was altered to replace originally proposed embankment with a viaduct structure. This was considered a beneficial change which did not require statutory consultation. Nevertheless, relevant local authorities and residents were notified of the change by letter on 3 December 2014, enclosing a drawing and indicative photomontages (a copy is provided in appendix F). Four drop-in events were also held between 11 and 18 December 2014.
- 3.9.11 Further information on the non-statutory design change consultation and engagement is provided in chapter 20 of this report. Appendix F provides copies of the non-statutory design change consultation and engagement materials.

3.10 Non-statutory informal engagement

- 3.10.1 To support the statutory consultation and the timely submission of the DCO application, on-going non-statutory engagement has been undertaken with statutory and non-statutory consultees, as advised by guidance⁴. *Figure 3.1* illustrates the approach to on-going engagement from October 2013, which followed the route options consultation.
- 3.10.2 Meetings, forums and workshops were held with section 42 consultees and non-statutory consultees on a scheduled and 'as needed basis' to discuss detailed technical and programme matters.

⁴ PINS, 2012. *Advice Note 16*: The developer's pre-application consultation, publicity and notification duties, page 5. PINS, 2012. *Advice Note 14*: Consultation Report, compiling the consultation report, page 4.

- 3.10.3 Further detail on early and on-going engagement can be found in appendix D.

A14 Cambridge to Huntingdon web-chats

- 3.10.4 Two web-chats were held during the consultation period, on 29 April and 4 June 2014, each lasting approximately one hour. The web-chats allowed people to sign onto the web-chat forum and put forward any questions or comments on the scheme to the Highways Agency. A dedicated team of specialists, acting on behalf of the Highways Agency, were on-line during the sessions to answer questions in a live and publically available format. Transcripts of the discussions are provided in appendix B.

Early local community and interest workshops

- 3.10.5 From October 2013 to June 2014, a range of facilitated workshops and forums were delivered with local interest and community groups. These include groups focused on the consideration of environmental, commercial, local transport and business matters. Workshops have helped to promote the DCO formal consultation as well as capture and address concerns and garner support for the scheme.

Tier One Local Authority Forum

- 3.10.6 A forum has been established with three local authorities and regular meetings have been held to keep them updated on the scheme's progress and involve them in design and project development.

Members' presentations

- 3.10.7 Periodic presentations have been given to Local Authority elected members to provide updates on project progress and design development and to provide opportunity to ask questions and raise concerns.

'One to ones' with key stakeholders

- 3.10.8 There have been numerous one-to-one meetings held with key stakeholders including strategic traffic providers, major local businesses and adjacent residential and commercial developments. Feedback has been used to shape the scheme for wider and future road users.

Environmental Stakeholders Forum

- 3.10.9 A regular forum has been managed with representatives from statutory and non-statutory environmental organisations to provide updates on project process, on environmental matters and to seek comment at a strategic level on developing designs and scopes.

Design Forum

- 3.10.10 A monthly design forum was set up with host local authority representatives to discuss technical issues.

Key Stakeholder Workshops

- 3.10.11 Workshops were also held for community groups and other stakeholder interest groups, including a workshop targeted at transport and road user groups, non-motorised users and business groups.

Landowner meetings

- 3.10.12 Discussions were also held with land owners across the scheme area to provide updates on the developing scheme, understand their views and concerns, and establish strong lines of communication.

Consultation on draft Development Consent Order and Explanatory Memorandum

- 3.10.13 Working drafts of the Development Consent Order and the accompanying Explanatory Memorandum were sent to selected consultees in October and November 2014. These consultees included the host local authorities, the Environment Agency, Natural England, English Heritage and Network Rail. The purpose of this exercise was to inform the finalisation of these draft documents prior to submission of the DCO application. In most cases, the documents were circulated by email which included a brief description of the purpose of the documents and set a deadline for the receipt of comments.
- 3.10.14 To date, the most substantive comments have been received from Cambridgeshire County Council – a meeting was held to discuss these and subsequent email correspondence informed further discussion. Comments have also been received from, amongst others, the other host local authorities, English Heritage and the Environment Agency. All such comments have been considered in the development and finalisation of the draft Development Consent Order and accompanying Explanatory Memorandum.

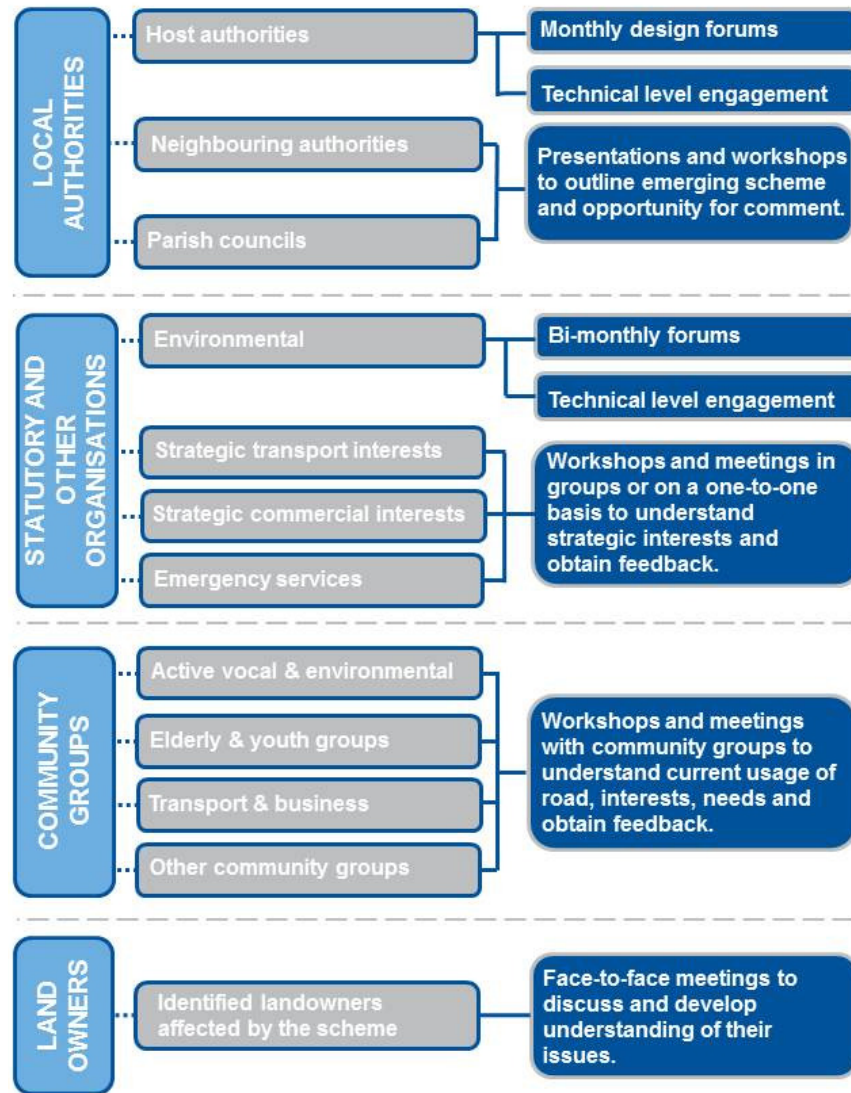


Figure 3.1: Early and ongoing non-statutory engagement from October 2013

3.11 Having regard to consultation responses

- 3.11.1 Section 49 of the Act requires that regard is had to the consultation responses received as a result of consultation undertaken pursuant to sections 42, 47 and 48.
- 3.11.2 Responses to the statutory consultation activities were received by questionnaire, letter and email.

Analysis of consultation responses

Receipt and recording of consultation responses

- 3.11.3 Completed questionnaires were received by post, email and at the consultation events. Some consultees (mainly section 42 consultees) also sent letters and emails.

- 3.11.4 Responses made by questionnaire, letter and emails were extracted by individual comment and summarised. For example, one letter may include several comments, and the number of comments received is therefore much greater than the number of responses received. Care has been taken to ensure that summarising comments has not distorted the points raised or presented them in a misleading way.
- 3.11.5 Each consultee that responded to the consultation has been allocated a unique contact ID. A contact ID system means that comments can be tracked back to the consultee and the original correspondence.
- 3.11.6 Responses to closed questions within the questionnaire were analysed using a quantitative approach so that numbers and proportions can be reported (i.e. number of people that answered yes, no or unsure).

Structure of the Consultation Report and data

- 3.11.7 The questionnaire asked respondents to provide comments on various geographical/design elements of the scheme and other specific matters. These matters include alternatives, the need for improvements and environmental and construction impacts.
- 3.11.8 Where responses were received by letters and emails, comments have been categorised in accordance with the structure of the questionnaire. For instance, where comments were received by letter concerning the proposed Huntingdon Southern Bypass, these comments were grouped and analysed with questionnaires responses to question 6. The questionnaire format has therefore shaped the format of response and the structure of this consultation report.
- 3.11.9 The following sets out the structure of the questionnaire upon which chapters 5 to 19 of this report is based.
- Section 1 of the questionnaire asked respondents about the scheme proposals in general.

1a Do you believe there is a need to make improvements to the Cambridge to Huntingdon section of the A14 in order to achieve the objectives?

Yes No Unsure

1b Please explain your reasons for your responses.

1c Do you believe that the route option proposed would offer the right solution to address current problems and meet future needs?

Yes No Unsure

1b Please explain your reasons for your responses.

- Section 2 of the questionnaire asked respondents to provide comments on the potential environmental impacts of the scheme.

2a Do you agree with the proposed approach to mitigating the potential adverse environmental impacts of the proposed scheme?

Yes No Unsure

2b Please explain your reasons for your responses.

2c Please provide any comments you have about the potential impacts the proposed scheme would have during the construction period.

- Sections 3-10 of the questionnaire asked respondents to provide comment on the separate elements of the scheme, as below.

3a Do you agree with the proposals for the widening of the A1 between Brampton Hut and Alconbury?

Yes No Unsure

3b Please explain your reasons for your responses and anything that should be taken into account in this area.

- Questions as for 3a and 3b, regarding the following sections:

4 Proposed layout of the A1 and A14 adjacent to Brampton

5 Demolition of existing A14 viaduct, and related changes to local roads, in Huntingdon

6 New Huntingdon Southern Bypass

7 Widening of the existing A14 between Swavesey and Girton

8 Widening of the existing Cambridge Northern Bypass between Histon and Milton

9 New local access road between Fen Drayton and Girton

10 Improvements to existing junctions: Swavesey, Bar Hill and Girton.

- Section 11 of the questionnaire asked respondents for any further comments regarding any other aspects of the proposed scheme not covered in the previous sections.

Analysis of consultation responses

- 3.11.10 All consultation responses were entered in to a database structured by the relevant questionnaire question as described in sections 3.11.4 and 5. Following the inputting of responses a coding process was undertaken.
- 3.11.11 Coding is the process of attributing codes to comments in accordance with a consistent set of key topics. This enabled an 'issues led approach' to be taken as advised by *Advice Note 14*, where there is a significant response to consultation.
- 3.11.12 In this case, comments were first collated by the element of the scheme they related to, and then, within each scheme element comments were coded and divided into principal topic issues, as reflected in the structure of this report and appendix E. These key topics are reflected in the analysis graphs and summary consultation comments tables through chapters 5 to 19 of this Report. The standard key topics are listed below:
- **Access** – comments regarding access to specific properties and more strategic accessibility issues.
 - **Agricultural and business impact** – comments that raise concern or identify positive impacts on agricultural and/or business properties.
 - **Community impact** – where comments include concerns with impacts on communities and community facilities.
 - **Construction** – comments regarding the proposed construction of the scheme.
 - **Environment** – comments regarding environmental issues.
 - **Further information required** – requests for further information or where the information provided is commented on in terms of the adequacy of the information.
 - **Future growth** – comments that refer to future growth plans, proposed developments, economic issues and investment.
 - **General design** – comments concerning the design of the scheme, excluding specific topics covered by access and non-motorised users.
 - **Non-motorised users (NMU)** – comments concerning impacts on non-motorised users and non-motorised user provisions/facilities.
 - **Property and land** – comments regarding properties, private land and other assets.
 - **Safety** – issues of safety including existing and concerns and benefits of the scheme in regard to safety.
 - **Scheme scope** – comments that suggest additional infrastructure or measures to be included within the scheme or that query the objectives of the scheme.
 - **Traffic** – comments concerning traffic, traffic flow, congestion, efficiencies and delays.

- **Other** – comments that do not fit within one of the key topics listed above. In particular, this includes comments concerning proposed borrow pits and the consultation process.

3.11.13 The coding process enabled the key topics to be reviewed by the relevant technical specialists. A technical response to each comment was then provided, some of which involved a change to the design (see appendix E, which identifies which comments resulted in a change to the scheme).

Amendments to the scheme in response to consultation

3.11.14 As consultation continued, comments were reviewed to identify those which suggested potential changes to the scheme. Once these comments were identified, an assessment panel of Highways Agency representatives including various technical specialists reviewed the comments and explored potential changes to the scheme that would address the issues raised. The range of possible actions taken are listed below:

- Adopting the suggested change to the scheme immediately;
- Undertake further study to develop the design and assess potential benefits and adverse effects in regard to a range of environmental, cost and engineering considerations. Followed by a decision being made as to whether the design of the scheme should be amended;
- Undertake engagement with the relevant consultee to discuss the issue further and gather additional information; or
- Reject the potential change to scheme relevant to the consultee comments made.

3.11.15 Where a potential change was identified for further study, this was carried out by appropriate technical specialists that provided details of the requested change.

3.11.16 The panel therefore made informed decisions to adopt or reject each potential change to the scheme in relation to consultation responses received.

3.11.17 Key changes made to each section of scheme in response to consultee comments are set out at the end of the relevant chapter of this Consultation Report. Appendix E also reports on a comment-by-comment basis where changes have resulted from the comment.

Reporting of consultation responses

3.11.18 Chapters 5 to 20 of this Consultation Report provide an overview of the views and concerns raised by each consultee strand identified from the response analysis with respect to each element of the scheme. A detailed account of all responses received is available in a corresponding appendix to each of chapters 5 to 20, found in appendix E (with responses categorised according to consultee strand and key topic for each element of the scheme). The appendix to each chapter where consultee responses are reported makes a further distinction within each consultee strand by identifying where comments have led to changes to the proposals, including reasoning where changes have or have not been made.

4 Overview of responses

4.1 Introduction

- 4.1.1 This chapter provides an overview of the consultation responses received through the statutory and non-statutory consultation processes that were held between April and December 2014. The chapter provides an outline of who responded to each of the consultation exercises undertaken and a summary of the main issues raised.
- 4.1.2 Three distinct consultation and engagement processes have taken place since April 2014:
1. Statutory consultation
 - 1.1 A statutory formal consultation period between 7 April and 15 June 2014 with all consultee strands in accordance with section 42, section 47 and section 48 of the *Planning Act 2008* (see chapters 5 to 18).
 - 1.2 Statutory consultation with additional land interest consultees held in accordance with section 42 and section 44 of the *Planning Act 2008* (see chapter 19).
 2. Non-statutory design change engagement between 29 September and 31 October 2014 (see chapter 20).
- 4.1.3 These consultation processes are explained in further detail in chapter 3 of this report.

4.2 Statutory consultation

- 4.2.1 A total of 1,390 consultees responded to the formal consultation held between April and June 2014. One thousand one hundred and fifty two (1,152) of these responses were submitted by questionnaire. Eighty-five responses were made by email and 153 responses were by letter.

Questionnaire respondents

- 4.2.2 *Table 4.1* shows the total numbers of respondents, by consultee strand, that submitted questionnaires to the statutory consultation opportunities. Of the total number of questionnaire respondents, a majority (92%) are defined as local community consultees (under section 47 of the *Planning Act 2008*).

Table 4.1: Questionnaire breakdown of consultee strands

| Consultee strand | Consultee strand reference | Number of questionnaire responses |
|-----------------------|----------------------------|-----------------------------------|
| Prescribed consultees | Section 42(1)(a) | 9 |
| Local authorities | Section 42(1)(b) | 1 |
| Land interests | Section 42(1)(d) | 74 |
| Local community | Section 47 | 1,054 |
| Key stakeholders | KS (s47) | 14 |
| | Total | 1,152 |

Questionnaire responses, current use of the A14

4.2.3 Sections 12-15 of the questionnaire asked respondents to provide information on their current use of the A14. *Figures 4.1 to 4.4* provide an outline of the responses received.

4.2.4 *Figure 4.1* illustrates the purposes for which the A14 is used (please see *Table 4.1* for an explanation of the consultee strand). Respondents were able to select more than one option. A majority of respondents (47%) use the A14 for residential/personal reasons. Many also use the A14 for leisure (24%) and business such as commuting (24%). Other reasons given for travel on the A14 included attendance at healthcare appointments.

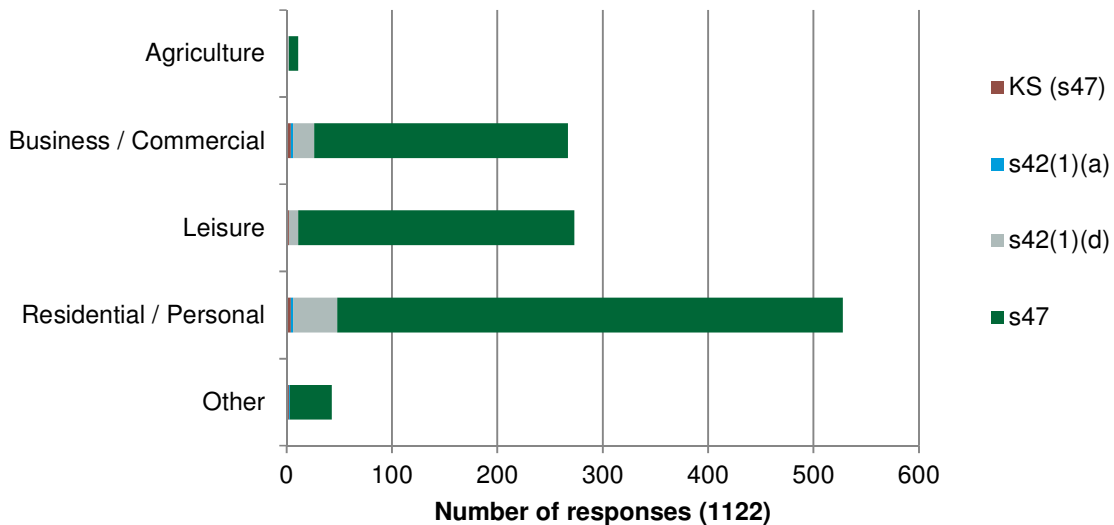


Figure 4.1: Purpose for using the A14

4.2.5 *Figure 4.2* highlights, as expected, that the main mode of transport used along the A14 corridor between Cambridge and Huntingdon is the car

(89%) (please see *Table 4.1* for an explanation of the consultee strand). Other methods of transport used include motorcycle and minibus.

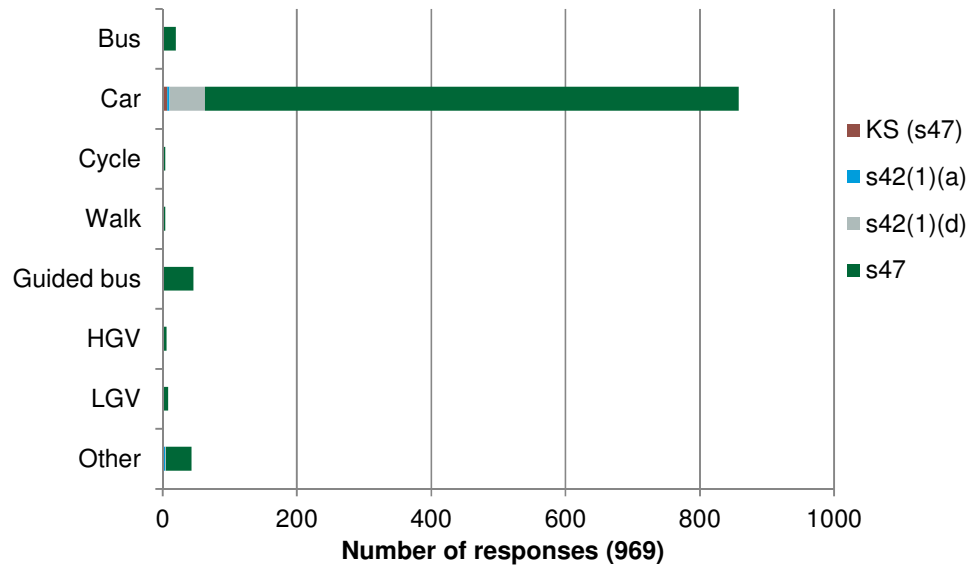


Figure 4.2: Mode of transport of respondents using the A14

4.2.6 *Figure 4.3* shows the frequency of travel on the A14 (please see *Table 4.1* for an explanation of the consultee strand). 32% of respondents use the A14 several times a week and 23% use it on a daily basis.

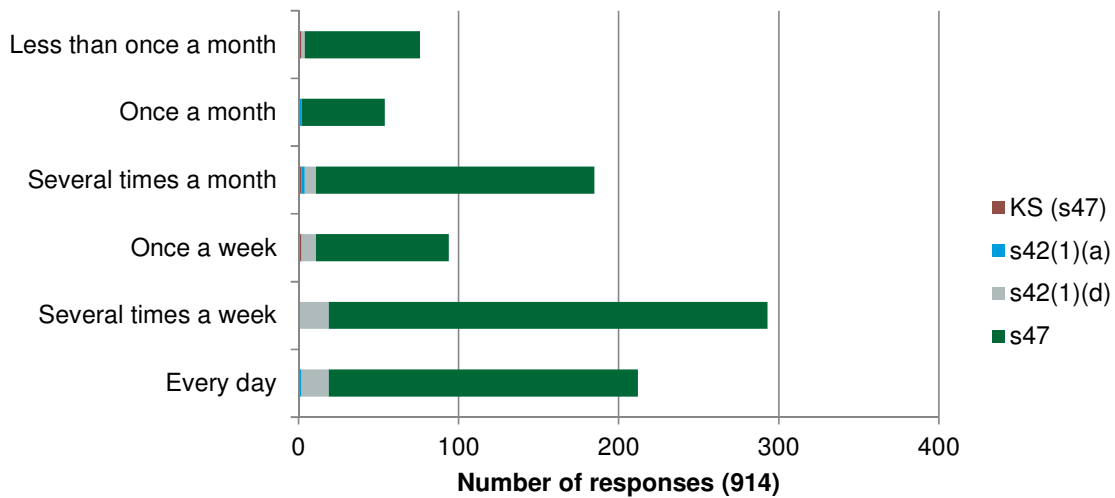


Figure 4.3: Frequency of travel on the A14

4.2.7 *Figure 4.4* illustrates the typical journey times experienced by respondents (please see *Table 4.1* for an explanation of the consultee strand). A

majority of respondents (39%) stated that journeys lasted between 15 and 30 minutes or between 30 minutes to one hour (34%).

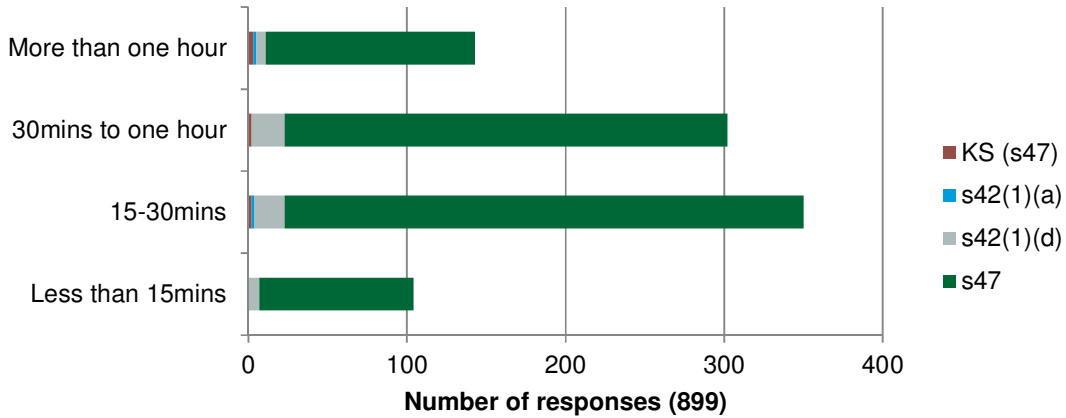


Figure 4.4: Journey time on the A14

Questionnaire responses, demographic profiles

4.2.8 Responses to questions 16 to 20 of the questionnaire provide an indication of the demographic details of the questionnaire respondents. Figures 4.5 to 4.9 below outline the answers to these questions.

4.2.9 Figure 4.5 shows the age ranges of the questionnaire respondents (please see Table 4.1 for an explanation of the consultee strand). A majority of respondents (74%) were over the age of 45 with a much smaller number (2%) being under the age of 25.

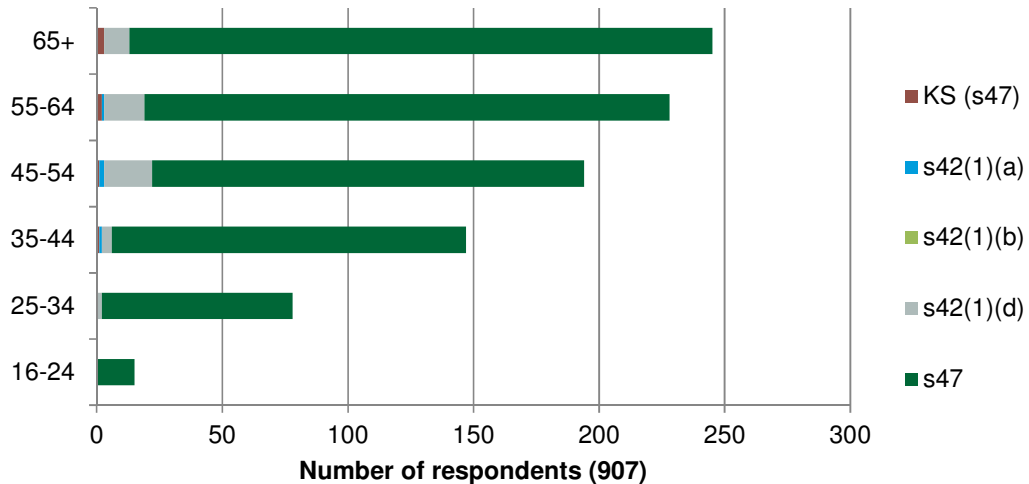


Figure 4.5: Age range of respondents

4.2.10 *Figure 4.6* shows that a majority of respondents (71%) were male with 28% of respondents being female and 1% did not say. *Figure 4.7* demonstrates that most respondents (92%) did not consider themselves to have a disability.

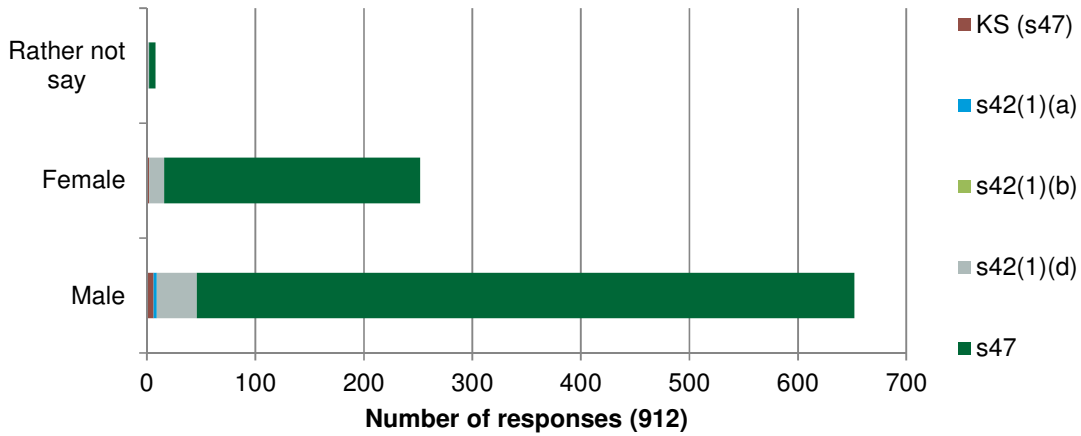


Figure 4.6: Gender range of respondents

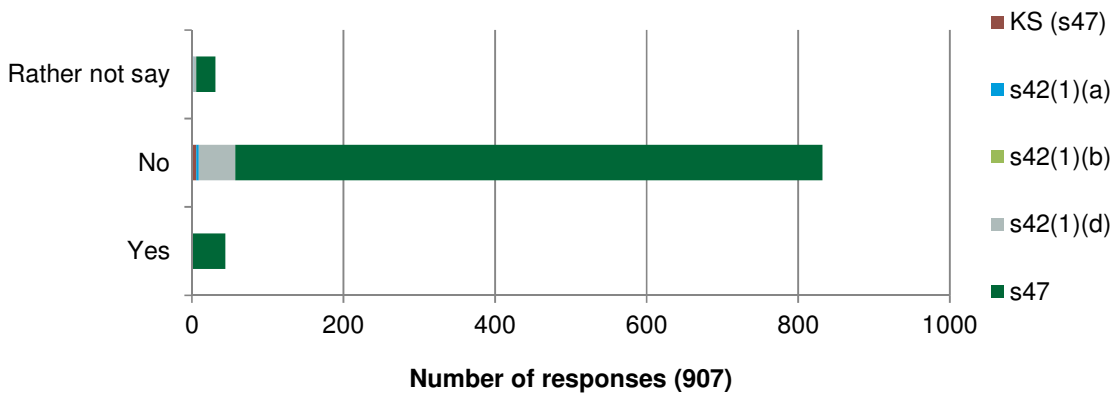
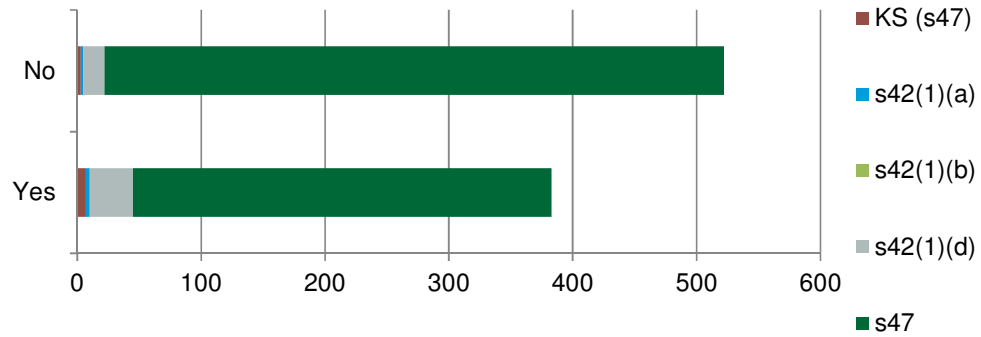


Figure 4.7: Respondents who consider themselves to have a disability

4.2.11 *Figure 4.8* shows the number of respondents who took part in the options consultation held in 2013 (please see *Table 4.1* for an explanation of the consultee strand). Of those who responded to the 2014 consultation, 42% had participated in the previous consultation.

4.2.12 *Figure 4.9* shows the sources that informed respondents of the 2014 consultation (please see *Table 4.1* for an explanation of the consultee strand). Newspapers (including the Hunts Post and Cambridge Evening

News) and online media (including the Highways Agency website and local parish/community websites) were significant sources (21% and 17% respectively). A total of 32% highlighted a range of other sources of information (categorised as ‘other’), including notifications from Members of Parliament and word of mouth.



Number of respondents (905)

Figure 4.8: Involvement in the 2013 consultation

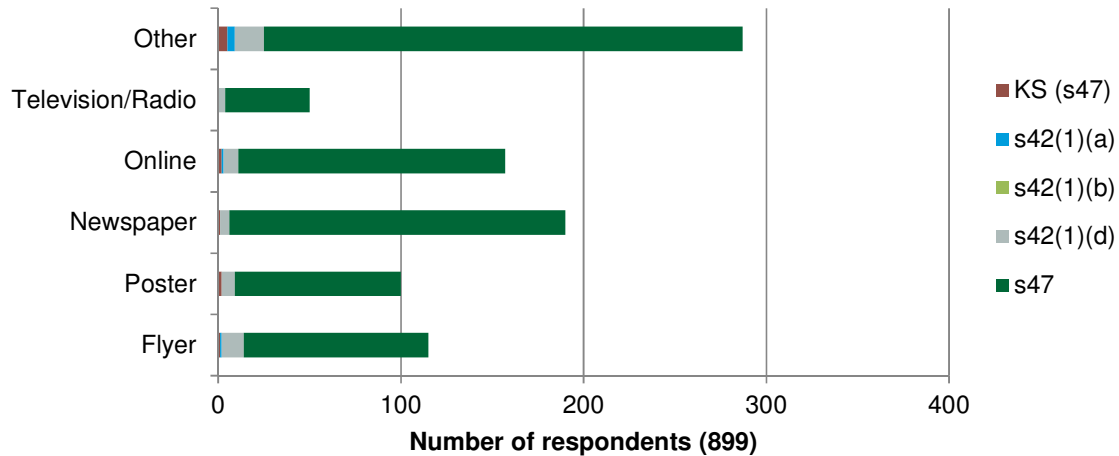


Figure 4.9: Source of information regarding consultation

Responses by letter and email

4.2.13 Table 4.2 provides an outline of the number of letters and emails received by consultee strand. Of the total number that responded by email or letter (238), 44% were received from section 47 consultees, and 26% were land interest consultees under section 42(1)(d) of the Act. Key stakeholders accounted for 16% of consultees, also classified as section 47 consultees.

Table 4.1: Correspondence breakdown of consultee strands

| Consultee strand | Number of letter responses | Number of email responses |
|--------------------------------------|--|---|
| Section 42(1)(a) | 20 prescribed consultees: Anglian Water, Boxworth Parish Council, Brampton Parish Council, Buckden Parish Council, English Heritage, Environment Agency, Godmanchester Town Council, Health and Safety Executive, Hilton Parish Council, Histon and Impington Parish Council, National Grid, Natural England, Oakington and Westwick Parish Council, Parish Council of Offord Cluny and Offord D'arcy, Swavesey Internal Drainage Board, The Coal Authority, The Stukeleys Parish Council, Lolworth Parish Council, Hemingford Grey Parish Council and Fenstanton Parish Council. | 5 prescribed consultees: Alconbury Parish Council, Conington Parish Council, Madingley Parish Council, Milton Parish Council and The Bedford Group of Drainage Boards. |
| Section 42(1)(b) | 7 local authority consultees: Cambridge City Council, Cambridgeshire County Council, Essex County Council, Huntingdonshire District Council, Northamptonshire County Council, South Cambridgeshire District Council and Suffolk County Council. | No local authority consultees |
| Section 42(1)(d) | 48 land interest consultees | 14 land interest consultees |
| Section 47 | 50 local community consultees | 53 local community consultees |
| Key stakeholders (section 47) | 26 key stakeholders: Abbotsley Parish Council, Alconbury and Ellington Internal Drainage Board, Brampton A14 Campaign Group, British Horse Society, Cambridge Cycling Campaign, Campaign for Better Transport; Essex County Fire and Rescue Service, Extra MSA Cambridge Limited, Freight Transport Association, Hilton Action on Traffic (HAT) Group, Huntingdon Freeman's Charity, Joint Parishes HCV Group, Jonathan Djanogly MP, Kettering Borough Council, National Farmers Union, New Anglia LEP, Northstowe Joint Development Control Committee (NJDCC), Ofwat, Over Parish Council, Ramblers' Association (Cambridge Group), Road Haulage | 13 key stakeholders: Broads Authority; CTC Cambridge; Equality and Human Rights Commission; Hinchingsbrooke School; Holywell-cum-Needlingworth Parish Council; Hunts Ramblers Association; Hutchison Ports (UK) Limited; Ipswich Borough Council; Mid Suffolk District Council and Babergh District Council; Offord and Buckden Angling Society; Sport England; Sustrans; Swavesey & District Bridleways Association |

| Consultee strand | Number of letter responses | Number of email responses |
|------------------|---|---------------------------|
| | Association, Southoe and Midloe Parish Council, Suffolk Chamber of Commerce, Suffolk Coastal and Waveney District Council, University of Cambridge and Campaign to Protect Rural England. | |
| Total | 151 consultees | 85 consultees |

Overview of responses to the statutory consultation

- 4.2.14 Questionnaire respondents were asked whether they agreed with the proposals for each element of the scheme. *Figure 4.10* indicates the percentage of respondents who responded yes, no, unsure or did not respond to each of the elements.
- 4.2.15 The graph demonstrates 85% of respondents to question 1a (do you believe there is a need for improvements to this section of the A14) agreed with the need for the improvements. Of those that responded to question 1c (do you believe the route option proposed is the right solution), 51% felt that the proposed scheme was the right solution, and 30% of respondents did not agree.
- 4.2.16 The elements of the scheme with the highest level of agreement from questionnaire respondents include Cambridge Northern Bypass (72% of respondents say “yes”) and widening of the existing A14 (72%). The elements of the scheme with the highest level of disagreement include the demolition of the Huntingdon viaduct and associated changes to local roads (34% say “no”) and the Huntingdon Southern Bypass (27%).

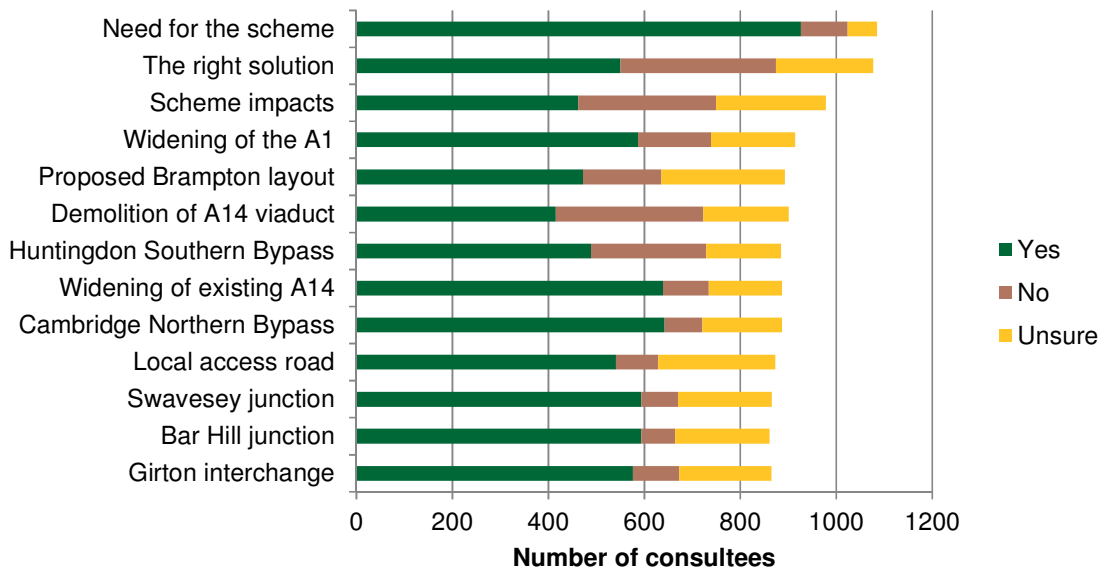


Figure 4.10: Agreement with scheme elements (questionnaire respondents)

- 4.2.17 A wide range of comments regarding the different elements of the scheme were received from questionnaire, letter and email respondents. These have been categorised into different topics. *Figure 4.11* provides an overview of the number of times a topic was raised across the scheme elements, for each of the consultee strands.
- 4.2.18 *Figure 4.11* shows that, of all comments made by prescribed consultees (s42(1)(a)) across all the elements of the scheme, the greatest proportion related to environment and traffic related issues. Of all comments made by local authorities (s42(1)(b)), comments related to traffic and general design of the scheme are most often referred to.
- 4.2.19 The highest proportion of comments by land interest consultees (s42(1)(d)) referred to traffic-related comments as well as environment, design and property/land. Of the comments made by local community consultees (s47), the greatest proportion of comments related to traffic and general design.

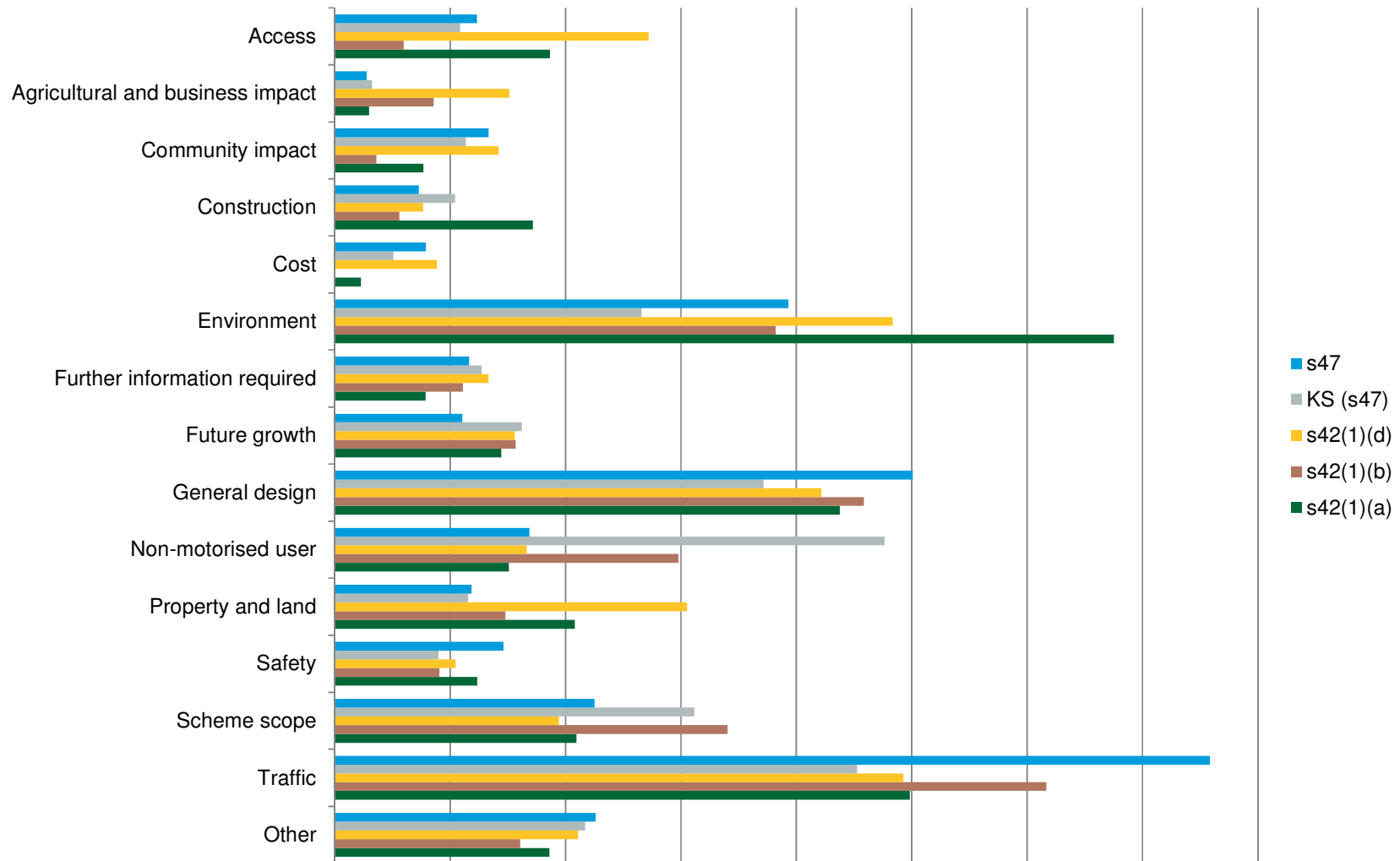


Figure 4.11: Overview of topics raised by consultees across the scheme elements

4.2.20 *Table 4.3* provides an overview of the key topics and issues most common across the scheme elements. Further details of topics raised about each section of the scheme can be found in chapters 5 to 18 and appendix E of this report.

Table 4.3: Overview of comments raised

| Topic | What you said | Highways Agency response |
|-------------------------------------|---|--|
| Access | Numerous detailed comments regarding access to land. | Ongoing engagement has been held with consultees with an interest in the land that is affected by the scheme. Further details of these discussions are reported in chapters 5 to 18 and appendix E of this report. Following the analysis of responses to the formal consultation, numerous amendments were made to the scheme design to improve access to private land. |
| | Improved access between villages in the local area is required. | The scheme aims to reduce traffic flow, especially HGV traffic, through local villages. The scheme would enable this objective by placing the right traffic on the right road, with strategic traffic travelling on the new Huntingdon Southern Bypass, freeing up local capacity. The proposed local access road improves the connection between local villages. |
| Agricultural/business impact | The scheme will have an impact on agricultural land, and will impact on farm business. | An environmental impact assessment (EIA) has been undertaken that includes an assessment of impacts on private assets including agricultural land. The findings of this assessment are reported in Chapter 16 of the <i>Environmental Statement (doc 6.1)</i> . The design of the scheme seeks to avoid sensitive sites and reduce severance. |
| Community impact | Concern that the scheme does not take into consideration the impact on existing communities, in particular Hilton and Brampton. | An environmental impact assessment has been undertaken that includes an assessment of impacts on local communities (including Hilton and Brampton). The findings of this assessment are reported in Chapter 16 of the <i>Environmental Statement (doc 6.1)</i> . Overall effects on villages and community facilities are not expected to be significant. Where adverse effects are likely to occur as a result of the scheme, a range of mitigation measures would be implemented. During construction, this would include adherence to the <i>Code of Construction Practice (CoCP; Environmental Appendices, doc 6.3)</i> which outlines the standards of work for the construction workforce including general site operations, traffic and environmental considerations. During operation, this would include the use of |

| Topic | What you said | Highways Agency response |
|---------------------|---|---|
| | | cuttings, low-noise road surfacing and landscaped earthworks. |
| Construction | Concern over various construction impacts including construction materials and borrow pits, site operation, works phasing and management. | Construction works associated with a road scheme of this scale would have some impacts on local communities and the environment. The likely significant environmental effects of the scheme have been assessed and are reported in the <i>Environmental Statement (doc 6.1)</i> . Mitigation measures to reduce likely significant adverse impacts are also reported in the CoCP, including the use of appropriate construction phasing and the use of noise screens and low noise equipment. |
| Cost | The cost of the scheme is excessive. | The capital cost of the scheme is approximately £1.5 billion. The cost of developing the scheme would be met from a number of sources. The cost of the scheme is proportionate to the size of the scheme as in line with industry standards. A cost benefit analysis has been undertaken, which concludes high value for money from the scheme. Further details on the economic case can be found in the <i>Case for the Scheme (doc 7.1)</i> . |
| Environment | Concerns over noise impacts from the scheme, particularly at Hilton, Brampton and Buckden. | A noise impact assessment has been undertaken (including with respect to Hilton, Brampton and Buckden) and is reported in Chapter 14 of the <i>Environmental Statement (doc 6.1)</i> . In order to reduce any likely significant adverse noise effects, a range of mitigation measures have been built into the scheme design including noise bunds and barriers. Additional noise mitigation measures have been added to the scheme design since the formal consultation period, in response to consultation feedback and technical assessment work. Further detail on location specific impacts is reported in the following chapters of this report. |
| | Concerns over air quality impacts from increased traffic, particularly around Brampton and the Offords. | Impacts on air quality as a result of the scheme (including around Brampton and the Offords) are assessed as part of the environmental impact assessment and are reported, along with proposals for mitigation, in Chapter 8 of the <i>Environmental Statement (doc 6.1)</i> . Mitigation would be required during the construction phase to reduce potential dust nuisance. During operation, a number of areas are predicted to experience an improvement in air quality. Further detail on location specific impacts is reported in the |

| Topic | What you said | Highways Agency response |
|-------------------------------------|--|---|
| Further information required | Concern that not enough information has been provided during the consultation to inform decisions. | <p>following chapters of this report.</p> <p>At the commencement of the formal consultation period (April 2014), scheme design drawings, preliminary environmental and traffic information documents were published and made available online and at a range of consultation venues. These provided an initial statement of the main information available for the scheme area.</p> <p>The information provided was in line with statutory requirements as prescribed by the <i>Planning Act 2008</i>.</p> <p>Contact details were provided on all documentation, for consultees who wished to learn more about proposals.</p> <p>Ongoing engagement has also been held with local authorities and stakeholders to further develop the proposals prior to submission.</p> |
| Future growth | There is a need to consider future developments in the Cambridge to Huntingdon area, including Northstowe, Alconbury Weald and the Darwin Green Development. | The scheme has been designed to accommodate development growth up to the design year 2035. The road traffic model used to inform the design of the scheme includes all development that is considered to be 'near certain' or 'more than likely.' Details of these developments have been provided by the local planning authorities in Cambridgeshire. Northstowe (Phase 1 and 2), Alconbury Weald and Darwin Green have been included in the assessment of our proposals. |
| General design | Queries over why the A14 is not to be upgraded to motorway standards with hard shoulders. | Changing the proposed road category to motorway has many consequences, particularly for non-motorway traffic, such as agricultural vehicles or non-motorised users, which would be excluded. The addition of hard shoulders to an all-purpose road is not in the current <i>Design Manual for Roads and Bridges (DMRB)</i> standards, would add significantly to scheme cost and is not considered necessary to meet the scheme objectives. |
| | The A14/A1 should be further widened to four lanes. | The <i>Transport Assessment (doc 7.2)</i> demonstrates that in the year 2035 the scheme has adequate capacity to accommodate predicted traffic levels, including weaving at junctions. |
| | Junctions need improving as they are inadequate. Some concerns over proposed junction designs being over-complex. | The scheme aims to reduce the number of junctions and to improve the standards of those junctions that remain. This would increase capacity and safety at these junctions. Some originally proposed |

| Topic | What you said | Highways Agency response |
|----------------------------------|--|---|
| | | <p>junctions have been simplified following consultation. Junctions are designed to follow <i>DMRB</i> standards which provides for safe layouts. Simple signage would also help drivers in the entry and exit of junctions.</p> |
| Non-motorised users (NMU) | <p>Safe and efficient routes for NMU, including safe crossing points, high quality segregated routes and connection of footpaths/bridleways in the area are important.</p> | <p>The scheme would include approximately 15 km (9 miles) of new NMU facilities. Of this, over 12 km (7 miles) would be provided as a continuous route from Cambridge towards St Ives. It would be segregated from the carriageway and provide links between Fenstanton, Swavesey, Bar Hill and Cambridge, and to the Northstowe development. Two NMU bridges are proposed at Bar Hill and Swavesey and bridleways would be re-established at Brampton. Crossings are designed to accepted current national design standards which also reflect best practice and Sustrans guidance. The arrangements for at-grade crossing points at roundabout refuges have been adjusted to permit two way operation of Non-motorised users (NMU), and to allow sufficient room for cyclists to fit within the refuge, with a margin for those pulling trailers.</p> |
| Property and land | <p>Various detailed comments relating to severance of land, and impact on land owners/users.</p> | <p>Ongoing engagement has been held with consultees with an interest in the land affected by the scheme. Further details of these discussions are reported in chapters 5 to 18 and appendix E of this report. Various changes to the originally proposed scheme have been made in response to comments from land owners/users. Chapter 16 of the <i>Environmental Statement (doc 6.1)</i> provides information on impact of the scheme on agricultural land, including mitigation provisions.</p> |
| | <p>Queries over process for compensation should property be impacted by the scheme.</p> | <p>The <i>Compulsory purchase and compensation booklet 4: compensation to residential owners and occupiers (2010)</i> provides guidance on making a claim and the rights for compensation. Compensation would be provided in accordance with the standard legal procedures.</p> |
| Safety | <p>The A14 currently suffers from many accidents which cause congestion on local roads, the scheme would improve safety on the road network.</p> | <p>The scheme is designed to modern road standards as set out by the <i>DMRB</i> and Traffic Signs Regulations and General Directions (TSRGD) and would improve safety for all users. Improved safety on local side roads would result from lower traffic</p> |

| Topic | What you said | Highways Agency response |
|----------------------------|--|---|
| | | <p>volumes as part of the scheme's objective to place the right traffic on the right roads, separating strategic through-traffic and long-distance commuters from local traffic.</p> |
| | <p>Requests for consideration of other road improvements, including the A428 from Caxton Gibbett to the Black Cat Roundabout</p> | <p>Improvements to other roads are not included within the A14 improvement scheme. The scheme has been developed over a number of years, and many options have been considered and evaluated. Formal consultation has been held at key stages of the development process together with ongoing consultations with interested parties. The current scheme is a result of this process to date.</p> <p>The Highways Agency continues to review the operation of the trunk road network through its Route Based Strategy studies and will target future improvements where need is greatest.</p> |
| <p>Scheme scope</p> | <p>Consideration should be given to other forms of infrastructure such as public transport and rail freight.</p> | <p>Consideration has been given to other forms of transport infrastructure in previous studies, including the <i>2001 Cambridge to Huntingdon Multi-Modal Study (CHUMMS)</i> and the <i>2011 Department for Transport A14 Study</i>.</p> <p><i>CHUMMS</i> identified a package of transport improvements which would relieve congestion on the A14 strategic route; these included the development of a guided busway, an upgrade to the Felixstowe to Nuneaton railway line, and improvements to the trunk road. All the measures identified in <i>CHUMMS</i> have now been implemented, with the exception of the trunk road improvement scheme which now forms the basis for this application.</p> <p>More recently, in 2011 a study was commissioned by the Department for Transport, in conjunction with the county councils of Cambridgeshire, Suffolk and Northamptonshire, to look at multi-modal transport solutions to the issues of congestion of the A14 between Cambridge and Huntingdon. A third A14 study (A14 Study Output 3) was then produced in November 2012 comprising an appraisal of the shortlisted public transport, rail freight and highway packages identified in the previous stage of the study. The public transport package included proposals for a new park-and-ride site and the introduction of new local bus services to connect outlying settlements with Cambridge City Centre. The rail freight package consisted</p> |

| Topic | What you said | Highways Agency response |
|----------------|--|---|
| | | <p>of proposals for new and expanded strategic rail freight infrastructure, including new links between the Felixstowe branch line and the Great Eastern Mainline and the remodelling of sections of the railway between Felixstowe and Nuneaton. The rail freight package was forecast to reduce HGV traffic on the A14 in the core study area by up to 11%, which would offset between 60% and 80% of the forecast growth in HGV traffic between 2011 and 2031. The public transport package would equate to a reduction of less than one percent of the peak-hour traffic on the A14 trunk road.</p> |
| | <p>Concerns that the new route will lead to rat-runs through local roads and villages, in particular Hilton.</p> | <p>The scheme would create additional capacity on the A14 that would allow traffic that is currently using alternative routes to divert back onto the A14. This would also be the case with the proposed local access road, which would in part provide access for local traffic, including that generated by new developments. As a result a number of villages, including Hilton, would benefit from a reduction in through traffic.</p> |
| Traffic | <p>Concern that the scheme would not take account of future predicted traffic flows.</p> | <p>Since the formal consultation the local planning authorities in Cambridgeshire (Cambridge City Council, South Cambridgeshire District Council and Huntingdonshire District Council) have confirmed the likelihood of additional major developments in the area. This has included the identification of additional planned development, including the full build out of Alconbury and the second phase of the Northstowe development (3,500 homes). These developments and associated predicted growth to 2035 have therefore been included in the <i>Transport Assessment (doc 7.2)</i> and the design of the scheme has been amended to account for this growth.</p> |
| | <p>HGVs currently cause problems on the A14, in particular when overtaking. Requests for traffic management, lane discipline and restrictions.</p> | <p>The Highways Agency's traffic forecasts suggest that the proportion of HGVs is expected to fall by 2-3% with the scheme as a result of the increased numbers of cars and light vehicles using the route. The provision of a high quality route designed to modern standards with additional lanes would also lessen the effects of HGVs overtaking on other road users.</p> <p>The scheme aims to improve conditions for all drivers on the Cambridge to Huntingdon section of the A14 rather than to divert HGV</p> |

| Topic | What you said | Highways Agency response |
|--------------|--|---|
| | | traffic on to other less suitable roads. Restricting HGVs to the nearside lane would do little to increase capacity and is therefore not proposed as part of the DCO application. |
| | The A14 currently suffers from significant congestion problems. Current traffic flow problems would be improved by the scheme. | Comment is noted. The <i>Transport Assessment (doc 7.2)</i> demonstrates that congestion and delay on the A14 between Huntingdon and Cambridge would continue to worsen if the scheme did not go ahead, leading to significantly extended journey times and greater unreliability. The scheme is intended to alleviate the existing issues with congestion on the section of the A14 between Huntingdon and Cambridge which is acknowledged as an existing bottleneck. The scheme would provide additional road capacity to accommodate future traffic growth, enhance journey reliability and help reduce the frequency of accidents. |
| Other | There is both support and disapproval for the removal of the Huntingdon viaduct. | The demolition of the viaduct and removal of the embankments would reduce the severing effect it has on the local landscape and communities and would open up opportunities for the local townscape. The <i>Transport Assessment (doc 7.2)</i> concludes that as a result of these improved connections and the re-routing of strategic traffic movements via the A14 Huntingdon Southern Bypass, traffic levels on a number of other key radial routes in to the town, including Brampton Road and The Avenue, would be reduced, creating capacity for potential future development. |

The consultation web-chats

- 4.2.21 Two live web-chats were held during which people could ask the project team questions regarding the proposed scheme. The web-chats took place on Tuesday 29 April and Wednesday 4 June 2014. A transcript of both web-chats can be found in appendix B.
- 4.2.22 A summary of some of the key topics raised during the web-chats is provided in *Table 4.4*.

Table 4.4: Summary of web-chat comments

| Summary topic | What you said | Highways Agency response |
|---------------|---|--------------------------|
| Access | No comments received in relation to access. | |

| Summary topic | What you said | Highways Agency response |
|-------------------------------------|---|---|
| Agricultural/business impact | No comments received in relation to agricultural/business impact. | |
| Community impact | No comments received in relation to community impact. | |
| Construction | Queries over anticipated traffic disruption during the construction period, phasing of construction and whether any roads would be closed. | Construction works associated with a road scheme of this scale would have some impacts. The likely significant environmental effects as a result of construction have been assessed and are reported in the <i>Environmental Statement (doc 6.1)</i> . Mitigation measures to reduce likely significant adverse impacts are also reported in the Code of Construction Practice (CoCP) including the use of appropriate construction phasing and the use of noise screens and low noise equipment. |
| Cost | Query over whether the European Union contributes money to major UK road projects and whether it would be contributing any money to the A14 proposal, considering it is part of a major European route? | The European Union does contribute to road projects in the UK through the Trans-European Network - Transport (TEN-T) fund. It is too early to make an application for this particular scheme, but the A14 route has benefited from TEN-T funding in the past. |
| Environment | Request for further consideration of noise impacts, particularly around the Huntingdon Southern Bypass. Request for effective noise mitigation methods. | A noise impact assessment has been undertaken (including in relation to areas around the Huntingdon Southern Bypass) and is reported in Chapter 14 of the <i>Environmental Statement (doc 6.1)</i> . A range of mitigation measures have been built into the scheme design in order to reduce any likely significant adverse effects, including noise bunds and barriers. Additional noise mitigation measures have been added to the scheme design since the formal consultation period, in response to consultation feedback and technical assessment work. Further detail on location specific impacts is reported in the following chapters of this report. |
| | Queries over what screening would be provided, including at the proposed bridge over the East Coast Mainline railway. Queries over how many years would be needed before the planted trees are sufficiently tall and dense to act as an effective screen against both the visual and noise aspects? | Landscape and noise impacts (including with regards to the East Coast Mainline railway) have been assessed and are reported in Chapters 10 and 14 of the <i>Environmental Statement (doc 6.1)</i> . Where potentially adverse impacts have been identified, a range of mitigation proposals are provided, including screening where appropriate. It is estimated that planting will be of sufficient density approximately 15 years after scheme opening. This would |

| Summary topic | What you said | Highways Agency response |
|-------------------------------------|--|---|
| | | largely be dependent upon the types of species planted. |
| Further information required | Concern over lack of information provided during consultation. | <p>At the commencement of the formal consultation period (April 2014), scheme design drawings, preliminary environmental and traffic information documents were published and made available online and at a range of consultation venues. These provided an initial statement of the main information available for the scheme area.</p> <p>The information provided was in line with statutory requirements as prescribed by the <i>Planning Act 2008</i>.</p> <p>Contact details were provided on all documentation, for consultees who wished to learn more about proposals.</p> <p>Ongoing engagement has also been held with local authorities and stakeholders to further develop the proposals prior to submission.</p> |
| Future growth | It is important to consider as part of the scheme the congestion which Northstowe will create. | <p>The Highways Agency is working closely with the Northstowe developers. The scheme takes into account the first and second phases of the Northstowe development (approximately 5,000 homes). The scheme does not preclude the future expansion of the junction to accommodate the potential full build out of Northstowe (10,000 homes).</p> |
| General design | Queries over why the A14 would not be upgraded to motorway standard. | <p>Changing the proposed road category to motorway has many consequences, particularly for non-motorway traffic, such as agricultural vehicles or non-motorised users, which would be excluded. The addition of hard shoulders to an all-purpose road is not in the current <i>DMRB</i> standards, would add significantly to scheme cost and is not considered necessary to meet the scheme objectives.</p> |
| | Query over whether the B1043 would cross the A14 as a bridge or underpass. | <p>The B1043 would go over the A14. The A14 would be at a height above ground level to provide adequate drainage, and therefore roads crossing the A14 also need to be above ground level, for the same reason.</p> |

| Summary topic | What you said | Highways Agency response |
|----------------------------------|--|---|
| | Query over the height of the Huntingdon Southern Bypass at Hilton. | The Huntingdon Southern Bypass would be up to 3.5 metres above existing ground level. Some of the side roads would be carried over the bypass with bridges and associated earthworks rising approximately 8m above the bypass. The carriageway is elevated to aid drainage. The road needs to be high enough to enable water to be collected in pipes or ditches and discharged to a pond before it is released into watercourses. There needs to be a slope on pipes and ditches conveying water which results in the road being high enough to allow a drop from carriageway level to watercourse level. It is also necessary to have a longitudinal fall on the carriageway to help the water flow to the outfalls from the road into the drainage system. The level of the road also needs to be high enough to allow culverts carrying watercourses to pass beneath the highway. |
| Non-motorised users (NMU) | Query over whether cyclists would be prohibited from using the new Huntingdon Southern Bypass. | For safety reasons, cyclists and pedestrians would be provided dedicated routes on the local access roads, and on other non-motorised user routes. Cyclists, pedestrians and equestrians would be prohibited from using the Huntingdon Southern Bypass. |
| Property and land | Query over how residents would be compensated for increased pollution and road noise. | Pollution and noise impacts have been assessed and are reported in Chapters 8 and 14 of the <i>Environmental Statement (doc 6.1)</i> . Extensive mitigation measures have been designed into the scheme where appropriate. In situations where residents are entitled to compensation, the <i>Compulsory purchase and compensation booklet 4: compensation to residential owners and occupiers (2010)</i> provides guidance on making a claim and the rights for compensation. Compensation would be provided in accordance with the standard legal procedures. |
| Safety | No comments received in relation to safety. | |

| Summary topic | What you said | Highways Agency response |
|---------------|--|---|
| Scheme scope | Request for consideration of additional slip roads on the M11 (Junction 13). | The provision of such links at Girton is outside the scope of the proposed A14 scheme. The design for Girton would not preclude the later provision of such movements in the future if funding became available. The Highways Agency continues to review the operation of the trunk road network through its Route Based Strategy studies and will target future improvements where need is greatest. |
| | Query over whether the design is compatible with a future A1 bypass of Buckden. | There are no current plans for a Buckden Bypass. However the scheme would be better able to provide for any future Buckden bypass than the previous road layout. The recently published Road Investment Strategy has identified possible improvements to the A1 between Baldock and Alconbury. |
| | Concern that a bypass at Willingham is not being considered. | A possible The Willingham bypass for Willingham is not a matter for the local and county councillors. The scheme has been developed over a number of years, and many options have been considered and evaluated. Formal consultation has been held at key stages of the development process together with ongoing consultations with interested parties. The current scheme is a result of this process to date. The Highways Agency continues to review the operation of the trunk road network through its route-based strategy studies and will target future improvements where need is greatest. |
| Traffic | Concerns over predicted traffic levels and whether the scheme would cater for future predicted growth. | The <i>Transport Assessment (doc 7.2)</i> demonstrates that for the year 2035 the scheme would have adequate capacity to accommodate predicted traffic levels. Since the formal consultation the local planning authorities in Cambridgeshire have confirmed the likelihood of additional major developments in the area. These developments have therefore been included in the <i>Transport Assessment</i> and the design of the scheme has been amended to account for this growth. |

| Summary topic | What you said | Highways Agency response |
|---------------|--|---|
| | Query over the traffic movement for A14 westbound to A1 southbound and A1 northbound to A14 eastbound. | The scheme would not include a free-flow link at the new Brampton interchange for these movements. This would be because there is limited local demand for such a movement. Those who do wish to go southbound would make use of the Brampton Hut interchange. Long-distance traffic traveling west on the A14 would use the A428 to St Neots to access the A1 southbound and vice versa. |
| Other | No other comments mentioned. | |

4.3 Non-statutory design change consultation and engagement

- 4.3.1 In response to consultation feedback and the finalisation of the technical work the Highways Agency has made changes to the design of the proposed scheme that was presented at the formal consultation. Further information on design changes can be found in the following chapters of this report.
- 4.3.2 A non-statutory consultation was held with consultees judged to be potentially affected by these design changes. This included a series of meetings with prescribed consultees (s42(1)(d)) and local authorities (s42(1)(b)). In addition, a letter with supporting drawings was sent to consultees with an interest in the land (section 42 (1)(d)) and the local community (s47) where it was considered that people may be affected by the design changes.
- 4.3.3 Of the 672 consultees that were consulted as part of the non-statutory consultation on design changes, 40 provided responses through the method of letters, emails, and one meeting.
- 4.3.4 Further information on who responded and the comments received to the non-statutory design change consultation can be found in chapter 20 of this report.

4.4 Ongoing non-statutory engagement

- 4.4.1 As well as non-statutory consultation on design changes, ongoing engagement with prescribed consultees, local authorities, key stakeholders and land interest consultees has supported the development of the scheme. A range of meetings and workshops have been held to progress understanding of issues, concerns and solutions.
- 4.4.2 A further breakdown of the ongoing engagement held with consultees can be found in appendix D.

5 The need for improvements to the A14 and the options considered

5.1 Overview

5.1.1 This chapter relates to the need to make improvements to the Cambridge to Huntingdon section of the A14 and whether the route option the Highways Agency is proposing would offer the right solution to address current problems and meet future needs. Chapter 2 of this document sets out key objectives of the scheme and the background to the scheme in regard to the options considered.

5.1.2 This chapter relates to question 1a, 1b, 1c and 1d of the questionnaire (a copy of the questionnaire is provided in *Appendix B*) as quoted below:

1a Do you believe that there is a need to make improvements to the Cambridge to Huntingdon section of the A14 in order to achieve the objectives listed above? (please tick)

Yes No Unsure

1b Please explain your reasons for your response

1c Do you believe that the route option we are proposing would offer the right solution to address current problems and meet future needs? (please tick)

Yes No Unsure

1d Please explain your reasons for your response

5.1.3 This chapter is divided into two parts. The first part (*section 5.2-5.4*) provides an analysis of comments received in relation to question 1a and 1b. The second part of the chapter (*section 5.3-5.7*) considers comments received in relation to question 1c and 1d. This includes comments made by letter and email (non-questionnaire responses) where these relate specifically to the need for improvements or the right solution. It relates only to the consultation feedback received in response to the statutory consultation from 7 April to 15 June 2014.

Need to make improvements

5.2 Consultation responses received to Q1a and Q1b

5.2.1 Of the total of 1,152 questionnaires received, 1,081 consultees responded to question 1a of the questionnaire. A total of 714 consultees provided written responses that relate to the need for improvements (question 1b), making a total of 806 comments. Responses relevant to question 1b were received as follows:

- 684 questionnaire responses to question 1b;

- 13 letters that include comments that relate to the need for improvements; and
- 4 emails that include comments that relate to the need for improvements.

5.2.2 *Table 5.1* provides a breakdown of the consultees that responded. The numbers of consultees listed under section 47 include consultees that responded to the section 48 publication as this was undertaken within the same time period (7 April to 15 June 2014).

Table 5.1: Breakdown of respondents to question 1a and question 1b by consultee strand (question 1a, question 1b, letters and emails)

| Responses to question 1a | | Written responses relevant to question 1b | |
|-----------------------------|---|---|--|
| Total number of respondents | Consultee | Total number of respondents | Consultee |
| Consultee strand | | | |
| s42(1)(a) | Prescribed consultee | | |
| 5 | <ul style="list-style-type: none"> • Anglian Water • Associated British Ports • Lolworth Parish Council • Offord Cluny and Offord D'arcy Parish Council • Old West Internal Drainage Board | 10 | <ul style="list-style-type: none"> • Anglian Water • Associated British Ports • Bar Hill Parish Council • Bedford Group of Internal Drainage Boards • Boxworth Parish Council • Conington Village Meeting • Ellington Parish Council • Hemingford Abbots Parish Council • Old West Internal Drainage Board • The Stukeley's Parish Council |
| s42(1)(b) | Local authority | | |
| 1 | <ul style="list-style-type: none"> • Bedford Borough Council | 6 | <ul style="list-style-type: none"> • Cambridge City Council (Neighbouring – "A") • Cambridgeshire County Council (Hosting – "C") • Essex County Council (Neighbouring – "D") • Huntingdonshire District Council (Hosting – "B") • South Cambridgeshire District Council (Hosting – "B") • Suffolk County Council (Neighbouring – "D") |
| s42(1)(d) | Land interest | | |
| 66 | 13 land interest organisations: <ul style="list-style-type: none"> • Bidwells | 46 | Eight land interest organisations: <ul style="list-style-type: none"> • Cambridge Regional |

| Responses to question 1a | | Written responses relevant to question 1b | |
|-----------------------------|--|---|--|
| Total number of respondents | Consultee | Total number of respondents | Consultee |
| Consultee strand | | | |
| | <ul style="list-style-type: none"> Cambridge Regional College Church Commissioners for England Conington Pub Co Ltd Domino UK Ltd Ebeni Ltd Gallagher Estates IAC Wright Landro and Hinchingsbrooke Water Tower Limited On behalf of the George Lenton Trust Savills The Ramblers, Cambridge Group Wood Green, The Animals Charity <p>53 land interest individuals.</p> | | <ul style="list-style-type: none"> College Domino UK Ltd Ebeni Ltd Gallagher Estates IAC Wright On behalf of the George Lenton Trust St John's College (Cambridge) The Ramblers, Cambridge Group <p>36 land interest individuals.</p> |
| s47 | | | |
| | Local community | | |
| 996 | 996 local community respondents | 632 | 632 local community respondents |
| s47 | | | |
| | Key stakeholders | | |
| 12 | <ul style="list-style-type: none"> Abbots Ripton Parish Council Essex Chambers of Commerce Mid Suffolk District Council Papworth Everard Parish Council University of Cambridge Gt Paxton Parish Council Swavesey Bridleways Stansted Airport Ltd Great Yarmouth Borough Council Hilton Parish Council A14 Action Group Cyclists' Touring club Brampton A14 Campaign Group | 20 | <ul style="list-style-type: none"> Babergh District Council Campaign for Better Transport (CfBT) Campaign to Protect Rural England (CPRE) Cyclists' Touring Club (CTC) Essex Chambers of Commerce Freight Transport Association (FTA) Hutchison Ports (UK) Limited Ipswich Borough Council John Twigg Joint Parishes (villages of Bluntisham, Cottenham, Earith, Haddenham, Hilton, Mepal, Sutton and Wilburton) Jonathan Djanogly MP |

| Responses to question 1a | | Written responses relevant to question 1b | |
|-----------------------------|-----------|---|--|
| Total number of respondents | Consultee | Total number of respondents | Consultee |
| Consultee strand | | | |
| | | | <ul style="list-style-type: none"> • Kettering Borough Council (Councillor Russell Roberts) • Mid Suffolk District Council and Babergh District Council • National Farmers Union (NFU) • Northamptonshire County Council • Papworth Everard Parish Council • Road Haulage Association • Suffolk Chamber of Commerce • Suffolk Coastal and Waveney District Councils • University of Cambridge |

5.3 Level of agreement with the proposals

5.3.1 Of the 1,152 questionnaires received, 1,081 questionnaire respondents answered question 1a. *Figure 5.1* demonstrates that of the 1,081 respondents 85% agreed with the need to make improvements, 9 per cent did not agree and 6 per cent were unsure.

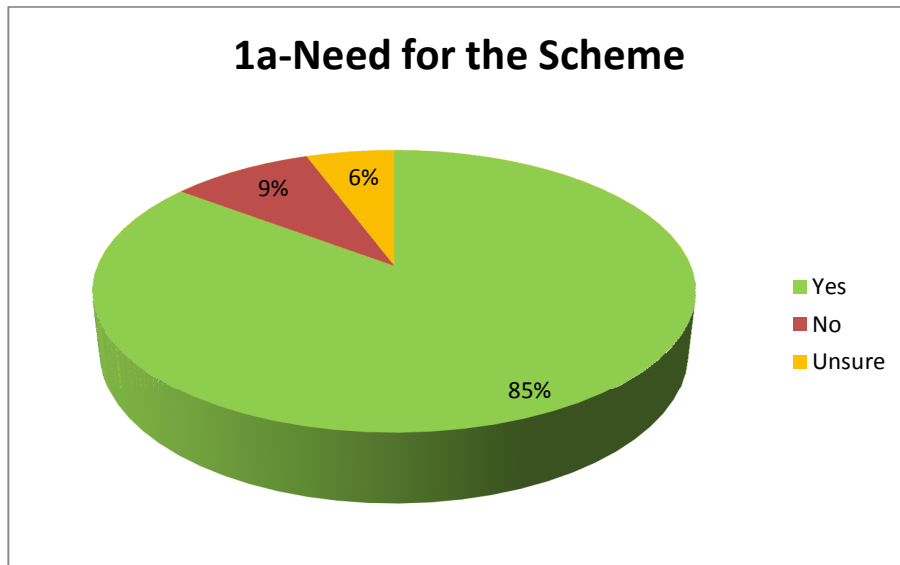


Figure 5.1: Questionnaire responses (1,081): 'Q1a Do you believe that there is a need to make improvements to the Cambridge to Huntingdon section of the A14 in order to achieve the objectives listed above?'

5.3.2 *Table 5.2* categorises the count of questionnaire responses to question 1a by consultee strand. The majority of respondents across all consultee strands believed that there was a need for the improvements in order to achieve the objectives.

Table 5.2: Consultee strand breakdown to question 1a

| Consultation strand (Count) | No | Unsure | Yes | Total |
|---------------------------------|-----------|-----------|------------|--------------|
| s42(1)(a) Prescribed consultees | 0 | 0 | 5 | 5 |
| s42(1)(b) Local authorities | 0 | 0 | 1 | 1 |
| s42(1)(d) Land interests | 2 | 5 | 59 | 66 |
| s47 Local community | 95 | 56 | 845 | 996 |
| s47 Key stakeholders | 1 | 0 | 12 | 13 |
| Total | 98 | 61 | 922 | 1,081 |

5.4 Analysis of written responses to Q1b

5.4.1 *Figure 5.2* illustrates the number of consultees that commented by key topic, when responding to question 1b, or by providing other written correspondence.

5.4.2 The most frequently raised topics among local community consultees were related to traffic, safety, general design and future growth and development. Among those with a land interest (s42(1)(d)) the most frequently raised topics were in regard to traffic, safety and community impact. Local authorities (s42(1)(b)) and prescribed consultees (s42(1)(a)) made comments related to future growth and development, the general design and traffic.

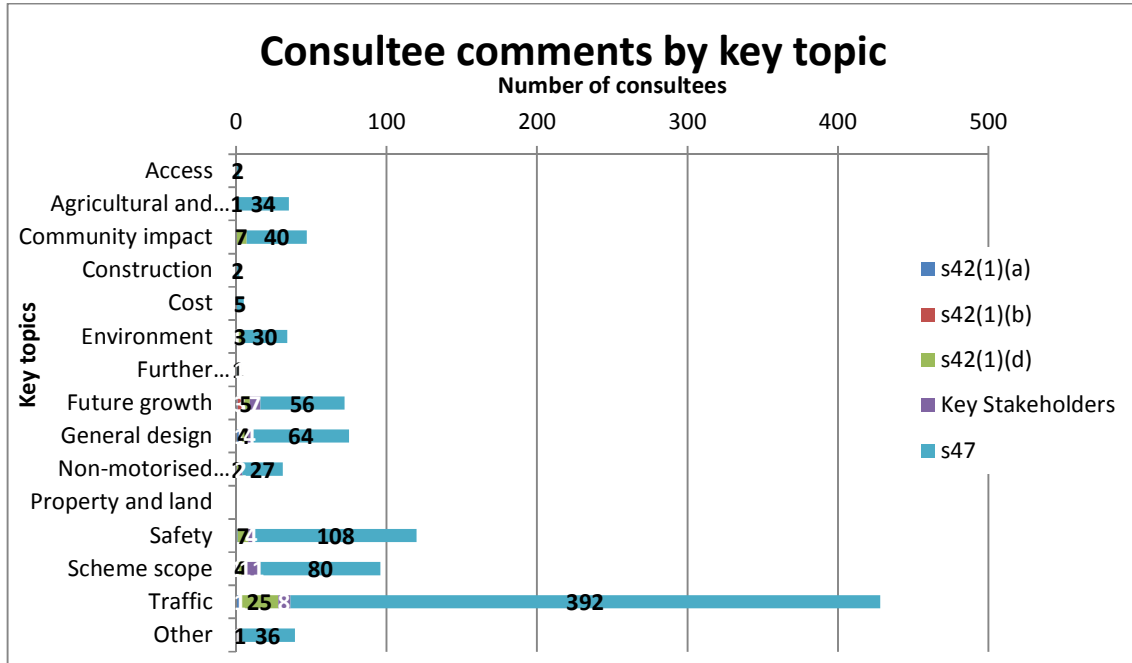


Figure 5.2: Topics raised by consultees

5.4.3 *Figure 5.3* shows the number of comments received regarding each topic and is further categorised by those that answered yes, no or unsure to question 1a (Do you believe that there is a need to make improvements to the Cambridge to Huntingdon section of the A14 in order to achieve the objectives listed above?). It shows that of those that disagree with this element of the scheme, the most frequently cited reasons relate to traffic and the scheme scope. Whilst, of those that agree with this element of the scheme the most frequently cited reasons were traffic and safety.

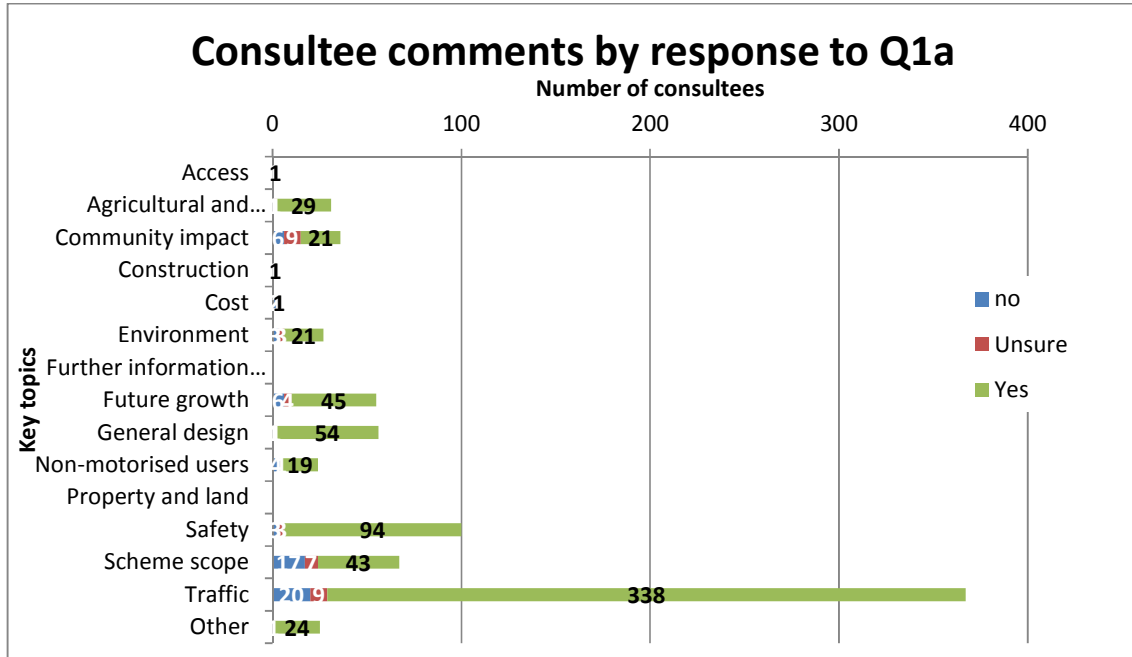


Figure 5.3: Agreement with proposals in relation to topics raised

- 5.4.4 Comments relating to traffic include references to current problems with congestion, delays and traffic flow. Whilst some respondents noted that the scheme would improve and resolve many of these issues, others noted that the scheme did not go far enough.
- 5.4.5 Comments relating to future growth included the inadequacy of the current road in light of predicted growth and the need for the new scheme to cope with planned development. It was also noted that the scheme would enable other development and encourage investment and growth in the local area.
- 5.4.6 *Table 5.3* provides a summary of the comments raised regarding the need to make improvements and the Highways Agency’s response. In doing so, it demonstrates how consultation feedback has been taken into account. A full list of comments raised is provided in *appendix E, Table 5A*.

Table 5.3: Summary of feedback regarding the need for improvements (question 1b)

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|--|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Access | <p>Access arrangements for the Cambridge crematorium require further consideration.</p> <p>Support that improvements would provide safer and improved access to properties.</p> | | | | ✓ | | <p>Access to the Cambridge Crematorium would be from the local access road. In developing proposals, the Highways Agency has engaged with the Crematorium management team.</p> <p>Support duly noted regarding improved access to property.</p> |
| Agricultural/ business impact | Concern raised relating to the reliance of businesses on the A14 and its connections. | | | | ✓ | | <p>Key objectives of the scheme are to combat congestion, make the route more reliable and provide capacity for future growth. The provision of a high quality route designed to modern standards would benefit existing business operations through improved journey time reliability and reduced congestion. It would provide employers with access to a more extensive labour market and, through shorter and more reliable journey times, would make the Cambridgeshire sub-region a place where Britain's best and most forward-looking businesses will want to locate.</p> |
| | Concern raised in relation to the effect of congestion on journey times and the associated adverse impacts on the economy, employment and business operations. | | | ✓ | ✓ | | |
| Community impact | Issues raised in regard to noise, visual, air quality and traffic effects of the scheme on local residents and villages including during construction. | | | ✓ | ✓ | | <p>A range of mitigation measures would be implemented to reduce significant environmental effects during construction, as set out in the <i>Environmental Statement (doc 6.1)</i> and <i>Traffic Management Plan</i>. Construction contractors would also be required to adhere with the <i>Code of Construction Practice</i>, for example on the use of appropriate construction phasing and the use of noise screening and low noise and low emission equipment.</p> |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Comments were raised relating to the legacy of the scheme for the area including; local villages, landscape character and the wider community. | | | ✓ | ✓ | | <p>Creating a positive legacy is one of the objectives of the scheme. Chapter 7 of the <i>Case for the Scheme (doc 7.1)</i> provides an overview of the Highways Agency's approach to creating a positive legacy.</p> <p>The scheme aims to improve access and safety of travel for local people, enabling better connected communities and unlocking economic growth. It would help to keep heavy, through-traffic away from urban and village roads, providing people with less congested and safer access to services and amenities. In addition, the new links provided by the scheme would enable safer, more extensive routes for non-motorised user (NMU).</p> |
| | Concern raised relating to affordability of housing and the increasing need to commute to work. | | | ✓ | ✓ | | <p>An objective of the scheme is to unlock local economic growth potential by improving access to commercial districts, making it easier to travel to work and to do business in Cambridgeshire sub-region. The scheme would contribute towards national growth by facilitating more free flowing strategic traffic on this section of the network. Notably, it would improve journey time reliability between the Midlands and the east coast ports. The scheme would also help to facilitate housing growth by improving accessibility within the region.</p> |
| | There is a need to reduce existing community severance and improve mobility and safety. | | | | ✓ | | <p>An objective of the scheme is to connect communities. The scheme would do this by keeping heavy through-traffic out of villages and thereby reduce community severance. The scheme aims to improve safety by keeping the right traffic on the right roads and providing safe local access for pedestrians and other NMU. Safety</p> |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | <p>on the A14 would be improved by the removal of direct accesses, improvement of junction layouts and design to modern standards.</p> <p>The scheme deals with severance by the de-trunking of the A14 and the construction of the local access road as well as the construction of NMU facilities.</p> <p>Safety on the A14 is improved by the removal of direct accesses, improvement of forward visibility, improvement of junction layouts and construction of a new bypass to modern standards.</p> |
| Construction | Issues raised relating to noise, congestion and pollution during construction. | | | | ✓ | | <p>Construction would have some impacts on local communities and the environment. The Highways Agency would aim to minimise the impacts by ensuring its contractors adhere to the <i>Code of Construction Practice</i> (CoCP). The CoCP outlines the standards of work that would be applied by the Highways Agency to the construction workforce including general site operations, traffic and environmental considerations.</p> |
| Cost | Issues relating to funding and the potential for alternative solutions to provide a better cost benefit balance. | | | | ✓ | | <p>The <i>Case for the Scheme (doc 7.1)</i> sets out the evolution of the scheme, the options considered and the development of the preferred arrangement. Section 5 presents the economic case, including funding, and confirms high value for money.</p> |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|--------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Environment | Comments were raised relating to the impact of the scheme on the local environment as well as the effectiveness of environmental mitigation such as for noise and light pollution. | | | | ✓ | | The likely significance of environmental effects has been assessed and reported in the <i>Environmental Statement (doc 6.1)</i> . A range of mitigation measures has been built into the scheme design including alignment of the route itself, the use of cuttings, low-noise road surfacing, landscaped earthworks and noise insulation. Noise barriers would be provided to reduce or remove significant noise effects at several locations. Further detail is provided in chapter 10 (Landscape and visual) and chapter 14 (Sound noise and vibration) of the <i>Environmental Statement (doc 6.1)</i> . |
| | Cambridge City Council requested further information to understand how the scheme would impact on the city and take a view on mitigation measures. | | ✓ | | | | Since the formal pre-application consultation, the draft <i>Environmental Statement (doc 6.1)</i> has been shared with Cambridge City Council and an environmental workshop was held on 20 October 2014 to discuss impacts and mitigation measures. The <i>Environmental Statement</i> submitted with the DCO sets out the likely significance of environmental effects and proposed mitigation measures. |
| | There is a need to consider climate change. | | | | | ✓ | Climate change has been taken into account during the planning and design of the scheme. The scheme road drainage would include an allowance for the effects of climate change by increasing rainfall intensities of the design storms by 20% over and above current design rainfall intensities. Greenhouse gases associated with climate change are considered in chapter 8 and also Chapter 13 of the <i>Environmental Statement (doc 6.1)</i> . Climate change is considered within topic chapters |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-------------------------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | where relevant to the understanding of the baseline environment and potential impact interactions. |
| | The proposals would improve air quality. | | | | ✓ | | The air quality impact assessment, reported in Chapter 8 of the <i>Environmental Statement (doc 6.1)</i> , concludes that the scheme would not result in any UK air quality objectives being exceeded. |
| | There is a need to better consider the existing environmental conditions in regard to traffic and air quality. | | | ✓ | ✓ | | Impacts on all travellers, air quality and health have been assessed and reported in the <i>Environmental Statement (doc 6.1, chapters 8, 14 and Appendix 18.1)</i> in accordance with relevant legislation and best practice guidance, and those assessments include a consideration of the existing environmental conditions. Further information in relation to traffic can be found in the <i>Transport Assessment (doc 7.2)</i> . |
| Further information required | Concern raised relating to the information made available and the level of public consultation. | | | | ✓ | | At the commencement of the formal consultation period (April 2014), preliminary environmental and traffic information documents were published and made available on line and at a range of consultation venues. These provided an initial statement of the main environmental and traffic information available for the scheme area. Ongoing informal engagement has taken place with local authorities and other stakeholders since the formal consultation. This has included the sharing of updated traffic and environmental information, including drafts of the <i>Environmental Statement (doc 6.1)</i> , prior to the submission of the DCO application. |
| | More information is needed to understand the assessment and mitigation of impacts on the environment. | | | | ✓ | | |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Future growth | Concerns raised about the appropriateness of the area for growth as well as the potential of the scheme to lead to inappropriate development. | | | | ✓ | ✓ | The scheme has been designed to accommodate forecast development growth within Cambridgeshire up to the year 2035. This forecast includes the first and second phases of the Northstowe development (approximately 5,000 homes). The scheme does not preclude the future expansion of the junction to accommodate the potential full build out of Northstowe (10,000 homes). The appropriateness of local development proposals are a matter for the local planning authority, whilst strategic growth plans are set out in local planning policy documents. |
| | Huntingdon District Council noted that an improved A14 would allow development opportunities to proceed, support economic growth and ease traffic congestion. Other consultees also noted the need for the scheme in regard to economic and housing growth and enabling developments. | | ✓ | ✓ | ✓ | ✓ | Support duly noted. |
| | Cambridge City Council and other consultees expressed support for the improvements as the A14 has been a restriction to growth in the area. Other consultees also noted that congestion constrains growth. | | ✓ | | ✓ | | |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-----------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Old West Internal Drainage Board recognise the need to support growth. | ✓ | | | | | |
| General design | Comments were raised relating to poor slip road design. | | | ✓ | ✓ | | Many features of the existing A14 such as junction geometry and spacing and parking laybys fall below current standards. These features would be removed, the number of junctions reduced. All aspects of the proposed design, including slip roads and junctions, are compliant with current <i>Design Manual for Roads and Bridges (DMRB)</i> standards. |
| | Comments relating to the need to improve junction design. | | | ✓ | ✓ | | |
| | Alternative and diversion routes are needed. | | | ✓ | ✓ | | The Highways Agency has developed a draft operational strategy for the new route which identifies diversion routes in the case of incidents. |
| | Concerns were raised relating to motorway standards for the existing A14 and comments relating to the requirement of the M14. | | | | ✓ | | Changing the proposed road category from A road to motorway would have many consequences particularly for non-motorway traffic who would no longer be able to utilise the road. The upgrade would add significantly to land requirements and associated scheme cost. An upgrade to motorway is not considered necessary to meet the scheme requirements. |
| | Suggestions relating to appropriate road widening. | | | | ✓ | | Widening of A1 and A14 is proposed to cater for predicted design year traffic levels (2035, 15 years after opening). |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Concerns were raised relating to the condition of the Huntingdon Viaduct and the effect of removal of the Huntingdon Viaduct on the local community. Stukeley Parish Council expressed support for the demolition of the viaduct over the East Coast Mainline railway. | ✓ | | | ✓ | | The majority of the Huntingdon viaduct structure is almost 40 years old and is considered to be a costly maintenance liability. The structure would be very difficult to widen to accommodate growth in traffic. The demolition of the viaduct and removal of the embankments would reduce the severing effect it has on the local landscape and communities. |
| | The existing A14 road design is inadequate. | | | ✓ | ✓ | ✓ | The Highways Agency acknowledge that the current A14 is inadequate for the current level of traffic. The scheme would upgrade the A14 to modern standards and has adequate capacity to accommodate predicted growth and development until the year 2035. |
| | Issues regarding the width of the road, access points and the need for a hard shoulder. | | | | ✓ | ✓ | The number of lanes is in accordance with the predicted traffic flows. The traffic model indicates less demand for a local access road running parallel to the Cambridge Northern Bypass, and the expense of such a proposal would not be justified by its use, or the relief it offered to the A14. The addition of hard shoulder to all-purpose road is not in the current <i>DMRB</i> standards, would add significantly to scheme cost and is not considered necessary to meet the scheme objectives. |
| | Lorry parks should be introduced. | | | ✓ | | | The Highways Agency supports the provision of lorry parks at facilities provided by third party partners, such as at Swavesey junction (Cambridge Services), Brampton Hut, and Alconbury. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|----------------------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Non-motorised users (NMU) | The existing situation does not meet the needs of NMU, and should offer additional provisions/improvements for NMU, particularly cyclists. | | | ✓ | ✓ | ✓ | Approximately 15 km of new NMU facilities are being provided as part of the scheme. Of this, over 12 km is provided in a continuous facility from Huntingdon Road to Cambridge, segregated from the carriageway, to provide links between Fenstanton, Swavesey, Bar Hill and Cambridge, and to link to the Northstowe development. Two NMU bridges are proposed at Bar Hill and Swavesey and bridleways would be re-established at Brampton. NMU groups have been consulted in regard to the design and operation of NMU proposals. |
| Property and land | No comments received in relation to property and land. | | | | | | |
| Safety | Comments regarding the frequency and number of road accidents and the associated adverse impacts on the area. | | | ✓ | ✓ | ✓ | The <i>Transport Assessment (doc 7.2)</i> sets out data for existing and predicted accident rates which show that there would be an overall decrease in accidents over the 60-year assessment period when compared against a scenario in which the scheme is not constructed. The proposed A14 improvement scheme would reduce the number of junctions, lay-bys and local accesses directly onto the trunk road. This should help to improve the flow of traffic and reduce the frequency of incidents on the mainline. All aspects of the proposed design are compliant with current <i>Design Manual for Roads and Bridges (DMRB)</i> standards. |
| | Ellington Parish Council raised comments relating to safer travelling and other consultees noted the need to improve safety or agreed the scheme will improve safety. | ✓ | | ✓ | ✓ | | |
| Scheme scope | Acknowledgement that the A14 requires improvements. | | | ✓ | ✓ | | The Highways Agency agree that improvements are needed, as set out in the <i>Case for the Scheme (doc</i> |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | 7.1). |
| | Alternative improvements should be considered. | | | ✓ | ✓ | ✓ | Six alternative options for the scheme emerged from the Department of Transport Study in May 2012. These options were consulted on as part of the Autumn 2013 options consultation. This led to the selection of a preferred option and a further formal consultation on the scheme took place from April to June 2014. The design has been refined further since the formal consultation in response to consultation feedback and ongoing technical studies. Chapter 4 of the <i>Environmental Statement (doc 6.1)</i> outlines the main alternative scheme options that have been considered. |
| | There is a need to provide provisions for other infrastructure such as enhanced public transport provision. | | | | ✓ | ✓ | The <i>Cambridge to Huntingdon Multi Modal Study (CHUMMS, 2001)</i> identified a package of transport measures. This included rail improvements with the Felixstowe to Nuneaton line and the development of a guided busway. All of the measures have now been delivered leaving the A14 Cambridge to Huntingdon improvement scheme as an important outstanding development. More recently, in 2011 a study was commissioned by the Department for Transport, in conjunction with the county councils of Cambridgeshire, Suffolk and Northamptonshire, to look at multi-modal transport solutions to the issues of congestion of the A14 between Cambridge and Huntingdon. A third A14 study (A14 Study Output 3) was then produced in November 2012 |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|----------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | comprising an appraisal of the shortlisted public transport, rail freight and highway packages identified in the previous stage of the study. The public transport package included proposals for a new park-and-ride site and the introduction of new local bus services to connect outlying settlements with Cambridge City Centre. The rail freight package consisted of proposals for new and expanded strategic rail freight infrastructure, including new links between the Felixstowe branch line and the Great Eastern Mainline and the remodelling of sections of the railway between Felixstowe and Nuneaton. The rail freight package was forecast to reduce HGV traffic on the A14 in the core study area by up to 11%, which would offset between 60% and 80% percent of the forecast growth in HGV traffic between 2011 and 2031. The public transport package would equate to a reduction of less than one percent of the peak-hour traffic on the A14 trunk road. |
| Traffic | Issues regarding the existing level and frequency of congestion as well as comments relating to the causes of congestion and its impacts. | | | ✓ | ✓ | ✓ | The scheme is intended to alleviate the existing issues with congestion on the section of the A14 between Huntingdon and Cambridge which is acknowledged as an existing bottleneck with a high percentage of HGVs. The scheme would provide additional road capacity to accommodate future traffic growth, enhance journey reliability and help reduce the frequency of accidents as identified in the <i>Transport Assessment (doc 7.2)</i> . |
| | Concern raised relating to lorries using the A14. | | | ✓ | | | |
| | The scheme will only benefit commercial traffic. | | | ✓ | | | |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Traffic management measures should be considered. | | | | ✓ | | The contractors appointed to build the scheme would be required to submit plans for the construction work, in accordance with the <i>Code of Construction Practice</i> , prior to the commencement of any works. These plans would include details of their proposals for traffic management and the routing of construction vehicles and would be reviewed and approved by the Highways Agency. |
| | Concern relating to the mix of through and local traffic. | | | | ✓ | | The A14 trunk road provides a vital east-west corridor between the Midlands and East Anglia and joining north-south routes via the A1(M) and M11 motorways. It also serves as an important local commuter route in the region. The scheme is designed to provide a strategic solution for through traffic using the Huntingdon Southern Bypass, separating out local traffic via the local access road and the de-trunked section of A14. Journey time reliability and reduced congestion would benefit both local and strategic commercial traffic. |
| | The A14 has negative impacts on the local road network. | | | | ✓ | | The <i>Transport Assessment (doc 7.2)</i> demonstrates that the scheme would result in a reduction in through traffic at several towns and villages along the A14 route. |
| | There are issues with rat-running. Rat-running should be addressed. | | | | ✓ | | The scheme would create additional capacity on the A14 that would allow traffic that is currently using alternative routes to divert back onto the A14. This would also be the case with the proposed local access road, which would in part provide access for local traffic, including that generated by new developments. As a result a number of villages would benefit from a reduction in |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|--|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | through traffic and rat-running. |
| | Suffolk County Council noted that the A14 carries a substantial volume of local and commuter traffic movement. The Council noted the significant impact of long delays and unpredictable journey times on local and regional businesses. | | ✓ | | | | The scheme is intended to alleviate the existing issues with congestion on the section of the A14 between Huntingdon and Cambridge which is acknowledged as an existing bottleneck. The scheme would provide additional road capacity to accommodate future traffic growth, enhance journey reliability and help reduce the frequency of accidents. |
| | Ellington Parish Council raised comments relating to improved travel time. | ✓ | | | | | |
| Other (the need for improvements) | Support for the scheme for reasons of unlocking growth potential, its strategic importance, connecting people and improving safety. | | | | ✓ | ✓ | Support noted. |
| | Upgrades are needed and improvements need to be brought forward as soon as possible. | | | | ✓ | ✓ | Support noted. The Highways Agency is committed to delivering the scheme to a demanding programme, which seeks to be open to traffic by the end of 2019. |
| | Agreement with the objectives of the scheme and comments raising concerns that the scheme would not achieve objectives. | | | | ✓ | ✓ | Support noted for the objectives. The <i>Case for the Scheme (doc 7.1)</i> sets out how the proposals would meet these objectives. |
| | Associated British Ports recognised the importance of the road infrastructure improvements to the three ports in the New Anglia Local Enterprise Partnership region and welcome improvements. | ✓ | | | | | Support noted. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Boxworth Parish Council supported the principles of the need for improvements to the A14 and raised concerns in relation to the scheme details. Long term operation should be prioritised over short term budgets. An inadequate solution implemented now would cost more in the long run. | ✓ | | | | | The <i>Transport Assessment (doc 7.2)</i> demonstrates that the scheme has adequate capacity to accommodate predicted traffic levels, including weaving at junctions up until the year 2035, while remaining affordable. Chapter 4 of the <i>Environmental Statement (doc 6.1)</i> outlines the main alternative scheme options that have been considered, and the reasons for taking this scheme forward. |
| | South Cambridgeshire District Council, Stukeley Parish Council and Essex County Council support improvements at the earliest opportunity. It is important to address improvements as soon as possible. Improvements are necessary to deliver the local growth agenda, improve journey time and road safety. Stukeley referred specifically to the need to unlock development sites in the Huntingdon area. | ✓ | ✓ | | | | Support noted. The Highways Agency is committed to delivering the scheme to a demanding programme, which seeks to be open to traffic by the end of 2019. |
| | Bar Hill Parish Council welcomed improvements to the A14. Improvements should improve safety, reduce accidents and improve conditions for drivers. | ✓ | | | | | |
| | Hemingford Abbots Parish Council support improvements to the A14. The scheme should be commenced and completed without further delay. | ✓ | | | | | |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Suffolk County Council support the principle of the proposals and the stated objectives of the project. | | ✓ | | | | |
| | Cambridgeshire County Council support the need for the improvement scheme. The success of scheme objectives will need to be qualified by the outcome of ongoing discussions. | | ✓ | | | | Support noted. Ongoing informal engagement has taken place with local authorities and other stakeholders since the formal consultation. |
| | Huntingdonshire District Council noted that the A14 improvements are fundamental to the delivery of sustainable growth and to address congestion and safety issues. A key risk is a failure of the scheme to proceed. | | ✓ | | | | Support noted. The Highways Agency is committed to delivering the scheme to a demanding programme, which seeks to be open to traffic by the end of 2019. |
| | Cambridge City Council noted that the need for improvements to the A14 has long been recognised. | | ✓ | | | | |
| | Suffolk County Council noted the importance of the A14 between Cambridge and the A1 for strategic connectivity, strategic routes and strategic traffic movements as well as for local communities and commuters. | | ✓ | | | | Noted. This importance is reflected in the <i>Case for the Scheme (doc 7.1)</i> , which sets out the existing issues and scheme objectives. |
| | An inadequate solution will cost more in the long term. | | | | ✓ | ✓ | Chapter 4 of the <i>Environmental Statement (doc 6.1)</i> outlines the main alternative scheme options that have been considered, and the reasons for taking this |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---------------|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | <p>scheme forward.</p> <p>The <i>Case for the Scheme (doc 7.1)</i> also sets out the evolution of the scheme, the options considered and the economic case for the proposed scheme.</p> |

The 'right solution'

5.5 Consultation responses received to Q1c and Q1d

5.5.1 Of the total of 1,152 questionnaires received, 1,073 consultees responded to question 1c of the questionnaire. A total of 762 consultees provided written responses that relate to whether the proposed route option offers the right solution (question 1d), making a total of 1,027 comments. Written responses were received as follows:

- 718 questionnaire responses to question 1d;
- 29 letters that include comments that relate to whether the proposed route option offers the right solution; and
- 15 emails that include comments that relate to whether the proposed route option offers the right solution.

5.5.2 *Table 5.4* provides a breakdown of the consultees that responded. This numbers of consultees listed under s47 include consultees that responded to the section 48 publication as this was undertaken within the same time period (7 April to 15 June 2014).

Table 5.4: Breakdown of responses received to the right solution by consultee strand (question 1c, question 1d and correspondence)

| Responses to question 1c | | Written responses relevant to question 1d | |
|-----------------------------|--|---|---|
| Total number of respondents | Consultee | Total number of respondents | Consultee |
| Consultee strand | | | |
| s42(1)(a) | Prescribed consultee | | |
| 5 | <ul style="list-style-type: none"> • Old West Internal Drainage Board • Associated British Ports • Lolworth Parish Meeting • Offord Cluny and Offord D'arcy Parish Council | 8 | <ul style="list-style-type: none"> • Anglian Water • Associated British Ports • Brampton Parish Council • Buckden Parish Council • Fenstanton Parish Council • Histon & Impington parish Council • Milton Parish Council • Lolworth Parish Meeting • Offord Cluny and Offord D'arcy Parish Council |
| s42(1)(b) | Local authority | | |
| 1 | <ul style="list-style-type: none"> • Bedford Borough Council | 5 | <ul style="list-style-type: none"> • Cambridgeshire County Council (Hosting – "C") • Essex County Council (Neighbouring – "D") • Huntingdonshire District Council (Hosting – "B") • South Cambridgeshire District Council (Hosting – |

| Responses to question 1c | | Written responses relevant to question 1d | |
|-----------------------------|--|---|---|
| Total number of respondents | Consultee | Total number of respondents | Consultee |
| | | | "B") <ul style="list-style-type: none"> Suffolk County Council (Neighbouring – "D") |
| s42(1)(d) | Land interest | | |
| 13 | 13 land interest organisations: <ul style="list-style-type: none"> Cambridge Regional College Church Commissioners for England Conington Pub Co Ltd Domino UK Ltd Ebeni Ltd Gallagher Estates Landro and Hinchingbrooke Water Tower Limited On behalf of the George Lenton Trust The Ramblers, Cambridge Group Wood Green, The Animals Charity 53 individual land interests. | 47 | Nine land interest organisations: <ul style="list-style-type: none"> AXA REIM (Northstowe) Cambridge Regional College Conington Pub Co Ltd Domino UK Ltd Ebeni Ltd Gallagher Estates IAC Wright On behalf of the George Lenton Trust The Ramblers, Cambridge Group 38 individual land interests. |
| s47 | Local community | | |
| 995 | 995 local community respondents | 681 | 681 local community respondent |
| s47 | Key stakeholders | | |
| 4 | <ul style="list-style-type: none"> Abbots Ripton Parish Council Babergh District Council Essex Chambers of Commerce University of Cambridge | 21 | <ul style="list-style-type: none"> Abbotsley Parish Council Babergh District Council Brampton A14 Campaign Group Campaign for Better Transport (CfBT) CPRE Cambridgeshire Cyclists' Touring Club Essex Chambers of Commerce Freight Transport Association (FTA) Great Yarmouth Borough Council Hilton Parish Council A14 Action Group Huntingdon and |

| Responses to question 1c | | Written responses relevant to question 1d | |
|-----------------------------|-----------|---|--|
| Total number of respondents | Consultee | Total number of respondents | Consultee |
| | | | Godmanchester Civic Society • Joint Parishes HCV (villages for Bluntisham, Cottenham, Earith, Haddenham, Hilton, Mepal, Sutton and Wilburton) • Mid Suffolk District Council and Babergh District Council • New Anglia LEP • Northstowe Joint Development Control Committee • Papworth Everard Parish Council • Road Haulage Association • Southoe and Midloe Parish Council • Suffolk Chamber of Commerce • Swavesey Bridleways • University of Cambridge |

5.6 Level of agreement with the proposals

5.6.1 Of the 1,152 questionnaires received, 1,073 questionnaire respondents answered question 1c. *Figure 5.4* demonstrates that of the 1,073 respondents, 51% agreed with the proposed route option, 30% did not agree and 19% were unsure

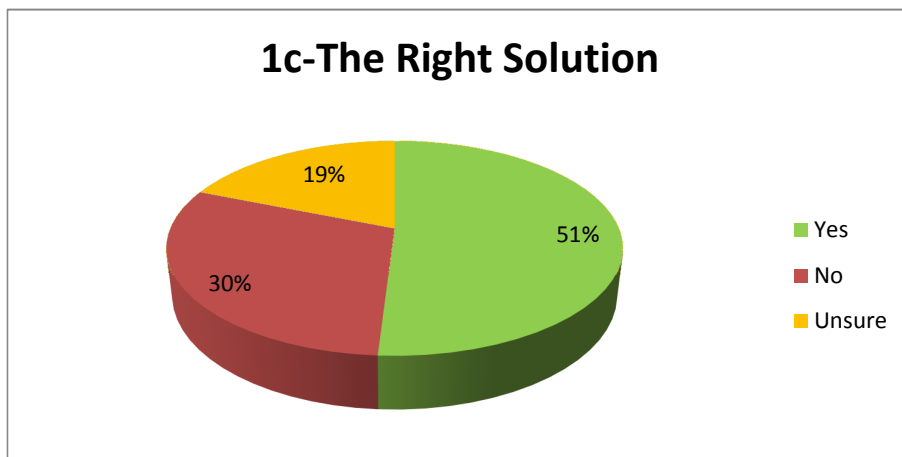


Figure 5.4: Questionnaire responses (1,073): ‘Do you believe that the route option we are proposing would offer the right solution to address current problems and meet future needs?’

5.6.2 *Table 5.5* categorises the count of questionnaire responses to question 1c by consultee strand. The majority of prescribed consultees (s42(1)(a)) and local community (s47) respondents believed that the proposed route option would offer the right solution. The majority (41%) of land interest consultees (s42(1)(d)) disagreed that the proposed route option would offer the right solution, whilst 31% agreed it was the right solution. There is also a notable proportion of respondents across all consultee strands who were unsure.

Table 5.5: Consultee strand breakdown to question 1c

| Consultation strand (Count) | No | Unsure | Yes | Total |
|---------------------------------|------------|------------|------------|--------------|
| s42(1)(a) Prescribed consultees | 0 | 1 | 4 | 5 |
| s42(1)(b) Local authorities | 0 | 1 | 0 | 1 |
| s42(1)(d) Land interests | 25 | 20 | 19 | 64 |
| s47 Local community | 295 | 178 | 517 | 990 |
| s47 Key stakeholders | 3 | 3 | 7 | 13 |
| Total | 323 | 203 | 547 | 1,073 |

5.7 Analysis of written responses to Q1d

5.7.1 *Figure 5.5* illustrates the number of consultees that commented by key topic, when providing written responses relevant to question 1d.

5.7.2 The most frequently raised topics among local community consultees were related to the scheme scope, traffic and general design. Among the consultees with a land interest (s42(1)(d)), the most frequently raised topics were in regard to the scope of the scheme, general design and the environment. Local authorities (s42(1)(b)) and prescribed consultees (s42(1)(a)) made comments related to the general design, the scheme scope and other issues.

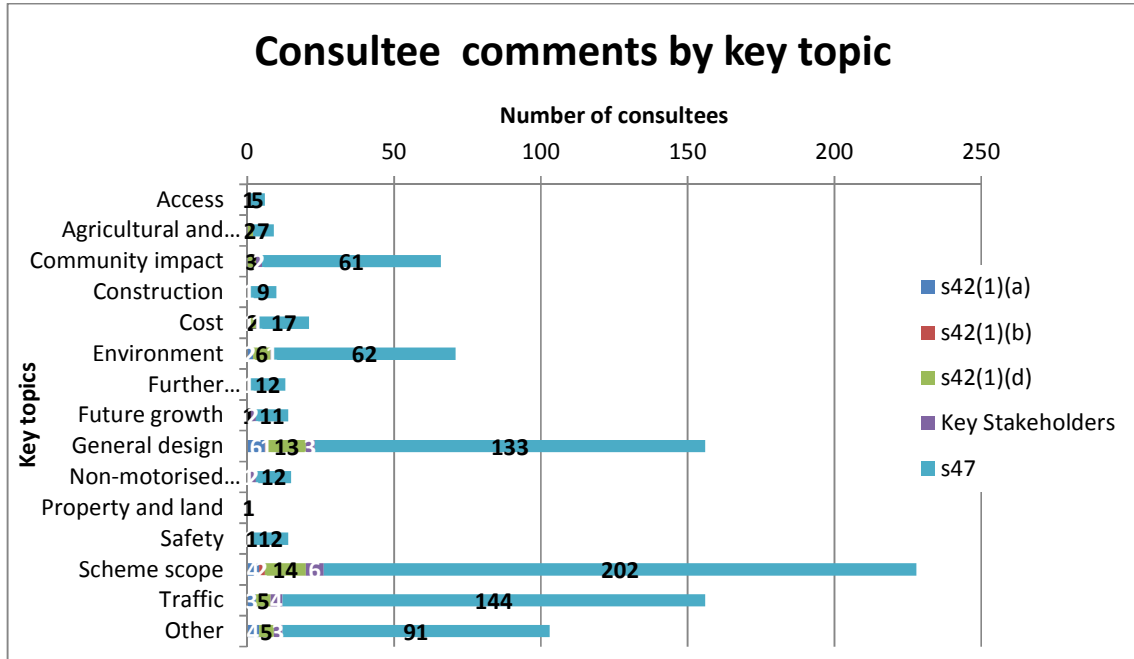


Figure 5.5: Topics raised by consultees

5.7.3 *Figure 5.6 shows the number of comments received regarding each topic and is further categorised by those that answered yes, no or unsure to question 1c. It shows that of those that disagree with the proposed route option, the most frequently cited reasons relate to the scheme scope and general design. Whilst of those that agree with the proposed route option the most frequently cited reasons relate to traffic and scheme scope.*

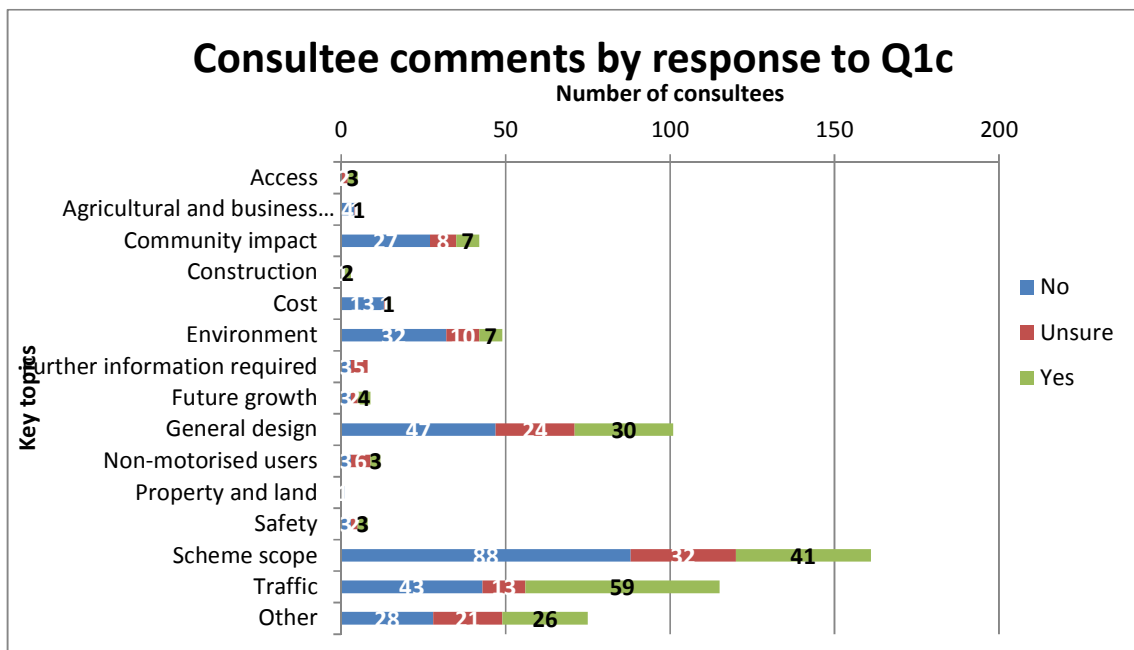


Figure 5.6: Agreement with proposals in relation to topics raised

- 5.7.4 Supportive comments relating to traffic included; support for the provision of a more direct route, that the route would not be tolled, the separation of local and through traffic and the likely reductions in congestion. Concerns relating to traffic included; the capacity of the roads to accommodate future growth, traffic management measures for HGVs and the potential for rat running. In particular, Buckden Parish Council raised concern that the proposals would affect the free and safe flow of traffic in the local area.
- 5.7.5 Comments relating to the scheme scope referred to alternative solutions including previous options proposed by the Highways Agency and the use of other forms of infrastructure such as rail. Buckden Parish Council stated their preference for Option 5 (the retention of the viaduct and the existing A14 as a trunk road), which is set out in chapter 4 of the *Environmental Statement (document reference 6.1)*. Respondents also made suggestions including; dualling the A428, reducing the six lane highway to four lanes and improving the A1.
- 5.7.6 *Table 5.6* provides a summary of the comments raised regarding the proposed route option and the Highways Agency's response. In doing so, it demonstrates how consultation feedback has been taken into account. A full list of comments raised regarding the proposed route option can be found in appendix E, table 5B.

Table 5.6: Summary of feedback regarding the right solution (question 1d)

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|--|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Access | Requests for improved access to properties. | | | ✓ | ✓ | | Access to properties would no longer be from the A14, and instead would be from a local road constructed alongside the trunk road between Girton and Fen Drayton or from the de-trunked, and less busy, A14 between Fen Drayton and Huntingdon. The Highways Agency has undertaken ongoing engagement with landowners to address specific access to land, and the proposed scheme has been amended to include amended accesses to properties where necessary. |
| Agricultural/ business impact | Alternative land should be considered to reduce the loss of agricultural land. | | | ✓ | ✓ | | The impact of the scheme on agricultural land and farms has been assessed as part of the environmental impact assessment and is reported in the <i>Environmental Statement (doc 6.1)</i> . The wider region in the vicinity of scheme largely comprises agricultural land and therefore the scheme and alternatives considered would inevitably impact on agricultural land. The scheme design minimises land take to that which is necessary for the permanent and temporary works |
| | The scheme is not the right solution in regard to the impact that technology will have on the location of business, which will not be as dependent on the road. | | | ✓ | ✓ | | <i>The Case for the Scheme (doc 7.1)</i> sets out the evolution of the scheme, the options considered and the development of the preferred arrangement. |
| | The proposal will have benefits for businesses. | | | ✓ | ✓ | | Support noted. The benefits of the proposed scheme for local businesses are documented in the <i>Case for the Scheme (doc 7.1)</i> . |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-------------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Community impact | Concerns raised relating to the impact of the scheme on the local community and community facilities including environmental impacts. | | | | ✓ | ✓ | Local people and communities have been considered throughout the design of the scheme. The environmental impact assessment has included an assessment of impacts on communities and this has helped improve the design and identified mitigation measures to reduce impacts. The findings of this assessment are reported in Chapter 16 of the <i>Environmental Statement (doc 6.1)</i> . |
| | The scheme would impact adversely on local villages such as Brampton, Buckden, the Offords, Huntingdon and Hilton. | | | | ✓ | ✓ | |
| | The proposed scheme is for the benefit of traffic at the expense of the local communities. | | | | ✓ | ✓ | The scheme would create additional capacity on the A14 that would allow traffic that is currently using alternative routes to divert back onto the A14. As a result a number of villages would benefit from a reduction in through traffic. The scheme aims to improve safety by keeping the right traffic on the right roads and providing safe local access for pedestrians and other non-motorised road users. Local people and communities have been considered throughout the design of the scheme, and appropriate mitigation measures to address environmental effects are set out in the <i>Environmental Statement (doc 6.1)</i> . |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Construction | Construction will be disruptive, in particular construction traffic and impacts on congestion. | | | | ✓ | ✓ | Impacts on the environment as a result of the construction and operation of the scheme have been assessed as part of the environmental impact assessment in accordance with relevant legislation and best practice guidance. The findings are reported in the <i>Environmental Statement (doc 6.1)</i> . The Highways Agency would aim to minimise the impacts by ensuring its contractors adhere to the <i>Code of Construction Practice (CoCP)</i> . The CoCP outlines the standards of work that would be applied by the Highways Agency to the construction workforce including general site operations, traffic and environmental considerations. |
| Cost | There are alternatives solutions that are a less expensive. | | | ✓ | ✓ | | <i>The Case for the Scheme (doc 7.1)</i> sets out the evolution of the scheme, the options considered and the development of the preferred arrangement, as well as the economic case. The <i>Case for the Scheme</i> also includes a cost benefit analysis, which concludes high value for money. |
| | General concerns in regard to the high cost of the scheme. | | | | ✓ | ✓ | |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|--------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Environment | <p>Concerns regarding adverse impacts on air quality, ecology, flooding, health, landscape, light, noise and visual effects.</p> <p>Concern raised relating to the assessment and impact of the scheme on the local environment and local villages.</p> <p>Offord Cluny and Offord D'arcy Parish Council and other consultees raised queries relating to the effectiveness of noise and visual mitigation measures and their maintenance.</p> | | | | ✓ | | <p>The <i>Environmental Statement (doc 6.1)</i> includes proposed mitigation measures to reduce significant environmental effects.</p> <p>During operation, it is predicted that the scheme would not exceed UK air quality objectives.</p> <p>Mitigation would reduce impact on protected species and designated wildlife sites, and would create new or enhanced habitat. The design of the scheme itself has sought to avoid sensitive habitats and construction is timed to avoid sensitive periods.</p> <p>A flood risk assessment has identified a need for mitigation including balancing ponds and flood compensation areas. The assessment presents a worst case scenario and concludes that with mitigation in place existing flooding conditions would not be adversely affected.</p> <p>Improving quality of life for local communities is one of the objectives of the scheme. When the scheme is operational, through traffic would be rerouted onto the new road resulting in reductions in traffic on the local road network and the current A14 route.</p> <p>A range of noise mitigation measures has been built into the scheme design including alignment of the route itself, the use of cuttings, low-noise road surfacing, landscaped earthworks</p> |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | <p>Offord Cluny and Offord D'arcy Parish Council and other consultees raised queries relating to the effectiveness of noise and visual mitigation measures and their maintenance.</p> | ✓ | | | | ✓ | <p>and noise insulation. Noise barriers would be provided to reduce or remove significant noise effects at several locations. This is reported in Chapter 14 of the <i>Environmental Statement (doc 6.1)</i>.</p> <p>The scheme incorporates extensive tree and shrub planting to reduce landscape and visual impacts and to integrate the scheme into the local landscape. This is reported in Chapter 10 of the <i>Environmental Statement (doc 6.1)</i>.</p> |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-------------------------------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Further information required | Comments relating to the quality of consultation material and the effectiveness of the consultation. | | | | ✓ | | At the commencement of the formal consultation period (April 2014) preliminary environmental and traffic information documents were published and made available on line and at a range of consultation venues. These provided an initial statement of the main environmental and traffic information available for the scheme area. Ongoing informal engagement has taken place with local authorities and other stakeholders since the formal consultation. This has included the sharing of updated traffic and environmental information, including drafts of the <i>Environmental Statement (doc 6.1)</i> , prior to the submission of the DCO application. |
| Future growth | Queries relating to the ability of the scheme to cope with long term growth in the area and acceptance that there would be short term improvements. | | | ✓ | ✓ | ✓ | The scheme has been designed to accommodate development growth up to the year 2035 including all development that is considered to be 'near certain' or 'more than likely' to go ahead. The scheme would allow local businesses to operate more effectively and provide capacity to allow a number of major developments to proceed. |
| General design | Fenstanton Parish Council and other consultees raised concern relating to the proximity of the proposed route to villages. | ✓ | | | ✓ | ✓ | The environmental impact assessment has included an assessment of impacts on communities and this has helped improve the design and identified mitigation measures to reduce impacts. The findings of this assessment are reported in Chapter 16 of the <i>Environmental Statement (doc 6.1)</i> . Chapter 4 of the <i>Environmental Statement (doc 6.1)</i> outlines the main alternative scheme options, including realignment of the road, that have been considered, and the reasons for taking this scheme forward. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Associated British Ports and Offord Cluny and Offord D'arcy Parish Council commented on proposals for Girton interchange. | ✓ | | | | | Comments noted. The scheme would maintain all the principal traffic movements through the proposed improved Girton interchange and would improve traffic flows from east to west on the A14. The layout has been designed to enable safer and more free-flowing traffic movements. It would remove the existing A14 westbound loop and replace this with a safer dedicated free-flow connection. It would also provide a new local access road into Cambridge via Huntingdon Road. |
| | Lolworth Parish Council and other consultees raised queries regarding the consideration of preferable alternatives to the proposed route such as the northern route. | ✓ | | | ✓ | ✓ | Chapter 4 of the <i>Environmental Statement (doc 6.1)</i> outlines the main alternative scheme options that have been considered, and the reasons for taking this scheme forward. |
| | Lolworth Parish Council and other consultees raised concern road widening including with environmental impacts. Brampton Parish Council and other consultees supported road widening such as increased number of lanes on the A1 north of Brampton Hut. | ✓ | | | ✓ | ✓ | The environmental impact assessment has included an assessment of impacts on communities and this has helped improve the design and identified mitigation measures to reduce impacts. The findings of this assessment are reported in Chapter 16 of the <i>Environmental Statement (doc 6.1)</i> . |
| | Queries were raised relating to diversion routes, motorway standards, road widening, slip roads and truck stops. | | | | ✓ | ✓ | Diversion routes have been considered as part of a draft operational strategy developed by Highways Agency. Changing the proposed road category from A road to motorway would imply the provision of a full hard shoulder, would add significantly to land requirements and associated scheme cost. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | An upgrade to motorway is not considered necessary to meet the scheme requirements. The scheme favours asymmetric widening as it would be less disruptive to users and would allow safer offline construction. The number of junctions would be reduced and those remaining improved with slip roads up to current standards. Parking lay-bys would be removed in preference to offline provision at service areas at Swavesey, Brampton Hut and Alconbury |
| | Brampton Parish Council, Associated British Ports, Offord Cluny and Offord D'arcy Parish Council and other consultees suggested considerations for junction design. | ✓ | | | ✓ | | Comments have been noted and considered in the design development. |
| | Brampton Parish Council, and other consultees commented on proposals for the Huntingdon Viaduct. Buckden Parish Council suggested that demolishing the Huntingdon Viaduct should be reconsidered. | ✓ | | | ✓ | | The majority of the viaduct structure is almost 40 years old and is considered to be a costly maintenance liability. The demolition of the viaduct and removal of the embankments would reduce the severing effect it has on the local landscape and communities and would open up opportunities for the local townscape. |
| | Suffolk County Council raised concern about the design and resilience of the project. | | ✓ | | | | A core objective of the scheme is to separate strategic through-traffic and long-distance commuters from local traffic, providing appropriate standards of road for each group of travellers. This scheme would achieve this by creating additional capacity on the A14 that would allow traffic that is currently using alternative routes to divert back onto the A14. Traffic will inevitably look for available diversions when accidents close roads, however, the scheme would provide extra resilience in increasing lane capacity |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|----------------------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | from two to three lanes or three to four lanes. |
| Non-motorised users (NMU) | Brampton Parish Council and other consultees supported provision of a safe route for pedestrians and cyclists. Other consultees suggested that the scheme should improve NMU provision and further measures should be included in the proposed design. | ✓ | | | ✓ | ✓ | Approximately 15 km of new NMU facilities are being provided as part of the scheme. Of this, over 12 km is provided in a continuous facility from Huntingdon Road to Cambridge, segregated from the carriageway, to provide links between Fenstanton, Swavesey, Bar Hill and Cambridge, and to link to the Northstowe development. Two NMU bridges are proposed at Bar Hill and Swavesey and bridleways would be re-established at Brampton |
| Property and land | There is uncertainty for property owners closest to the proposed route. | | | | ✓ | | The <i>Book of Reference</i> and <i>Land Plans</i> provide details of the land required for the construction and operation of the scheme. The <i>Statement of Reasons</i> sets out the case for the acquisition of this land. If the DCO is granted, the Highways Agency will serve a notice on all those with an interest in the land that is required for the scheme. The notice will provide details of the land to be compulsorily purchased and the process of negotiation for the compensation payable. Prior to compulsory purchase a process of negotiation for the potential to seek land by agreement will take place. |
| Safety | Buckden Parish Council and other consultees raised concern relating to existing safety issues on the A14 and the impact of the proposed route on safety. | ✓ | | | ✓ | ✓ | The scheme provides good forward visibility, grade-separated junctions and no direct access to properties from the new road. This would be expected to reduce the number of accidents. All aspects of the proposed design, including slip roads and junctions, are compliant with current <i>DMRB</i> standards. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Scheme scope | Offord Cluny and Offord D'arcy Parish Council and other consultees suggested that the scheme should include further improvements, including improvements to the A428. Buckden Parish Council commented that Option 5 meets the Council's aspirations. | ✓ | | ✓ | ✓ | ✓ | Improvements to the A428 are not included within the A14 improvement scheme. The Highways Agency continues to review the operation of the trunk road network through its Route Based Strategy studies. Improvements to the A428 have now been confirmed as part of the future Highways Agency programme in the Autumn statement 2014. Chapter 4 of the <i>Environmental Statement (doc 6.1)</i> outlines the main alternative scheme options that have been considered (including Option 5), and sets out the reasons for taking this scheme forward. |
| | Comments that other infrastructure should be considered. | | | | ✓ | ✓ | <i>The Case for the Scheme (doc 7.1)</i> sets out the evolution of the scheme, the options considered and the development of the preferred arrangement. |
| Traffic | Comments raised relating to the effect of the scheme and required improvements to congestion now and in the future, the local road network, rat running, traffic flow, traffic management and traffic movements. | | | ✓ | ✓ | ✓ | The scheme is intended to alleviate the existing issues with congestion on the section of the A14 between Huntingdon and Cambridge, which is acknowledged as an existing bottleneck. The scheme would provide additional road capacity to accommodate future traffic growth, enhance journey reliability and help reduce the frequency of accidents. The scheme would provide greater capacity on this section of the A14. As a consequence of improved journey time reliability and resilience, it is expected that the amount of 'rat running' traffic on local roads would be reduced. The <i>Transport Assessment (doc 7.2)</i> demonstrates that the scheme has adequate capacity to accommodate predicted traffic levels up until the year 2035. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Papworth Everard Parish Council and other consultees noted that the route would improve congestion and road safety. | ✓ | | | ✓ | | Comments noted. |
| | Buckden Parish Council raised concerns regarding the impact of proposals on the local road network and the impact of the scheme on traffic flow. | ✓ | | | | | The <i>Transport Assessment (doc 7.2)</i> demonstrates the impact of proposals on the local road network and on traffic flow. The scheme has adequate capacity to accommodate predicted traffic levels up until the year 2035. |
| | Brampton Parish Council, Suffolk County Council and other consultees supported that no tolling was proposed. Reduced traffic volumes were also supported. | ✓ | ✓ | | ✓ | ✓ | Comments noted. The scheme has been designed to accommodate forecast development growth within Cambridgeshire up to the year 2035. |
| Other | Fenstanton Parish Council, Suffolk County Council, Huntingdonshire District Council, South Cambridgeshire District Council, Cambridgeshire County Council supported the proposed route as the most appropriate solution. Essex County Council noted that local growth and local access should be accommodated and supported minor local amendments to the proposed scheme that would not have a negative impact on the function of the A14. | ✓ | ✓ | ✓ | ✓ | ✓ | |

5.8 Summary of changes made to proposals

5.8.1 The key changes made to the proposed design as a result of the comments on the proposed route option are summarised below. Appendix E provides a more detailed account of comments and identifies where these comments relate to a change to the scheme.

Table 5.7: Proposed changes following consultation

| Consultation feedback | Change to the proposal since the formal consultation | Location of design change ⁵ |
|--|---|--|
| Access to my property will not be possible with the proposed scheme | The scheme design has been developed in response to consultation feedback and would now include a new access to the rear of this property (previously accessed directly off A14) via the local access road. | Sheet 18 |
| The proposed road through Mill Common in Huntingdon would have an adverse effect | Following the consultation, the design of the scheme has been revised to replace the roundabout with a traffic signal controlled junction. This would allow the new Pathfinder link connection to the ring road to be located closer to the existing Mill Common road, so reducing the intrusion into the Common. | Sheet HT 02 |
| The Fenstanton footpaths 6 and 14 have been blocked up, yet there is no apparent way to get from the existing end of these footpaths to the new bridge over the A14 | The scheme design has been amended. A shared NMU facility would be provided from the north side of the new A14 where footpaths Fenstanton 6 and 14 meet. It would run along the eastern edge of diverted Conington Road over Conington Road Bridge and reconnect with the footpath network. | Sheet 12 |

⁵ These locations can be identified on the sheets referenced and provided in the *General Arrangement Plans (document reference 2.2)*, within *Volume 2 Plans/Drawings/Sections* of the DCO application.

6 Scheme impacts

6.1 Overview

- 6.1.1 This chapter relates to the potential environmental impacts of the scheme and other impacts associated with the construction of the scheme.
- 6.1.2 This chapter relates to questions 2a, 2b and 2c of the questionnaire (a copy of the questionnaire is provided in *Appendix B*), as quoted below:

2a Do you agree with our proposed approach to mitigating the potential adverse environmental impacts of the proposed scheme?

Yes No Unsure

2b Please explain your reasons for your response.

2c Please provide any comments you have about the potential impacts the proposed scheme would have during the construction period.

- 6.1.3 The chapter provides an overview of the questionnaire comments received, including comments received by letter and email (non-questionnaire responses), which refer specifically to the environmental and construction impacts of the scheme. It relates to the consultation feedback received in response to the statutory consultations from 7 April to 15 June 2014.
- 6.1.4 This chapter is reported in two parts. Firstly, it reports the responses to question 2a, 2b and comments in relation to the potential environmental impacts and mitigation. Secondly, it reports responses to question 2c and comments that relate to impacts during the construction period.

6.2 Consultation responses received to Q2a and Q2b

- 6.2.1 Of the total of 1,152 questionnaires received, 974 consultees responded to question 2a of the questionnaire. A total of 459 consultees responded to question 2b, making a total of 579 comments regarding the potential adverse impacts of the proposed scheme. Responses relevant to question 2b are shown below:
- 418 questionnaire responses to question 2b;
 - 30 letters that include comments which relate to potential environmental impacts of the scheme; and
 - 11 emails that include comments which relate to potential environmental impacts of the scheme.
- 6.2.2 It should be noted that some consultees provided more than one response (for example both a questionnaire and a letter) with separate comments.

For this reason, the number of responses received is larger than the number of consultees.

6.6.1 *Table 6.1* provides a breakdown of the consultees that responded. This includes consultees that responded to the Section 48 publication as this was undertaken within the same time period (7 April to 15 June 2014).

Table 6.1: Number of respondents to the scheme impacts by consultation strand (question 2a, question 2b, and correspondence)

| Respondents to question 2a | | Respondents to question 2b, letters and emails | |
|--|---|--|---|
| Total number of respondents | Consultees | Total number of respondents | Consultees |
| Consultee strand | | | |
| s42(1)(a) Prescribed consultees | | | |
| 5 | <ul style="list-style-type: none"> • Old West Internal Drainage Board • Associated British Ports • Anglian Water • Lolworth Parish Meeting • Offord Cluny and Offord D'arcy Parish Council | 10 | <ul style="list-style-type: none"> • Offord Cluny and Offord D'arcy Parish Council • Lolworth Parish Council • Associated British Ports • Swavesey Internal Drainage Board • English Heritage • Histon and Impington Parish Council • Natural England • Environment Agency • Brampton Parish Council • Hemingford Grey Parish Council |
| s42(1) (b) Local authority | | | |
| 0 | n/a | 3 | <ul style="list-style-type: none"> • Cambridgeshire County Council (Hosting – "C") • South Cambridgeshire District Council (Hosting – "B") • Cambridge City Council (Neighbouring – "A") |
| s42(1) (d) Land interest | | | |
| 58 | 12 land interest organisations: <ul style="list-style-type: none"> • Cambridge Regional College • Gallagher Estates • Domino UK Ltd • The Ramblers, Cambridge Group • IAC Wright • On behalf of the George Lenton Trust | 35 | Eight land interest organisations: <ul style="list-style-type: none"> • Church Commissioners for England • Domino UK Ltd • Ebeni Ltd • Gallagher Estates • IAC Wright • On behalf of the George Lenton Trust • PX Farms Ltd & Dry Drayton Estate Ltd • The Ramblers, Cambridge |

| Respondents to question 2a | | Respondents to question 2b, letters and emails | |
|-----------------------------|--|--|--|
| Total number of respondents | Consultees | Total number of respondents | Consultees |
| | <ul style="list-style-type: none"> • Ebeni Ltd • Church Commissioners for England • Wood Green, The Animals Charity • Landro and Hinchingsbrooke Water Tower Limited • Savills • Conington Pub Co Ltd 46 individual land interest consultees | | Group 27 individual land interest consultees |
| s47 Local community | | | |
| 899 | 899 local community consultees | 398 | 398 local community consultees |
| s47 Key stakeholders | | | |
| 11 | <ul style="list-style-type: none"> • University of Cambridge • Great Paxton Parish Council • Swavesey Bridleways • Stansted Airport Ltd • Essex Chambers of Commerce • Great Yarmouth Borough Council • Papworth Everard Parish Council • Cyclists' Touring Club • Hilton Parish Council A14 Action Group • Abbots Ripton Parish Council • Mid Suffolk District Council | 13 | <ul style="list-style-type: none"> • University of Cambridge • Babergh District Council • Huntingdon and Godmanchester Civic Society • Shelford & District Bridleways Group • Swavesey Bridleways • Hilton Action on Traffic (HAT) Group • Jonathan Djanogly MP • Road Haulage Association • National Farmers Union (NFU) • Campaign for Better Transport (CfBT) • Joint Parishes HCV • Campaign to Protect Rural England (CPRE) • Great Yarmouth Borough Council |

6.3 Level of agreement with the proposals

6.3.1 Of the total 1,152 questionnaires received, 974 questionnaire respondents answered question 2a. *Figure 6.1* demonstrates that of the 974

respondents, 47% agreed with the approach, 29% did not agree, and 23% were unsure.

2a - mitigating the potential adverse environmental impacts

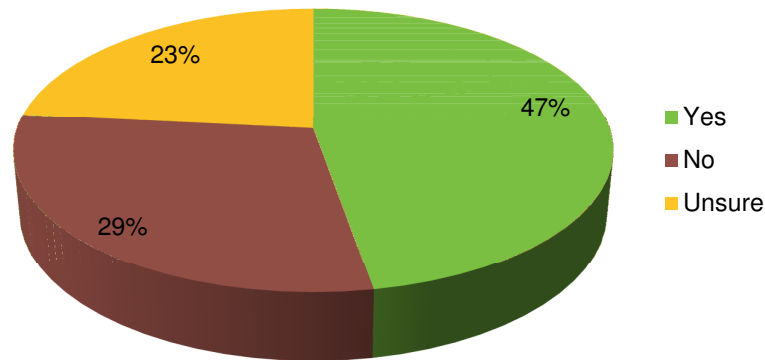


Figure 6.1: Questionnaire responses (974); 'Do you agree with our proposed approach to mitigating the potential adverse environmental impacts of the proposed scheme?'

6.3.2 *Table 6.2* categorises the count of questionnaire responses to question 2a by consultee strand. Land interest consultees (s42(1)(d)) expressed a larger proportion of disagreement to the proposed approach, whilst local community consultees (s47) expressed a larger proportion of agreement.

Table 6.2: Consultee strand breakdown to question 2a

| Consultation strand (Count) | No | Unsure | Yes | Total |
|---------------------------------|------------|------------|------------|------------|
| s42(1)(a) Prescribed consultees | 1 | 1 | 3 | 5 |
| s42(1)(b) Local authorities | 0 | 0 | 0 | 0 |
| s42(1)(d) Land interests | 24 | 16 | 18 | 58 |
| s47 Local community | 260 | 206 | 433 | 899 |
| s47 Key stakeholders | 1 | 5 | 6 | 12 |
| Total | 286 | 228 | 460 | 974 |

6.4 Analysis of written responses to Q2a and Q2b

6.4.1 *Figure 6.2* illustrates the number of consultees that commented by key topic when responding to question 2b and by letter and email.

6.4.2 The most frequently raised topics among all consultees were related to the environment, specifically related to air quality, noise, flooding and ecology.

Other topics mentioned were related to community impact, general design and construction impacts.

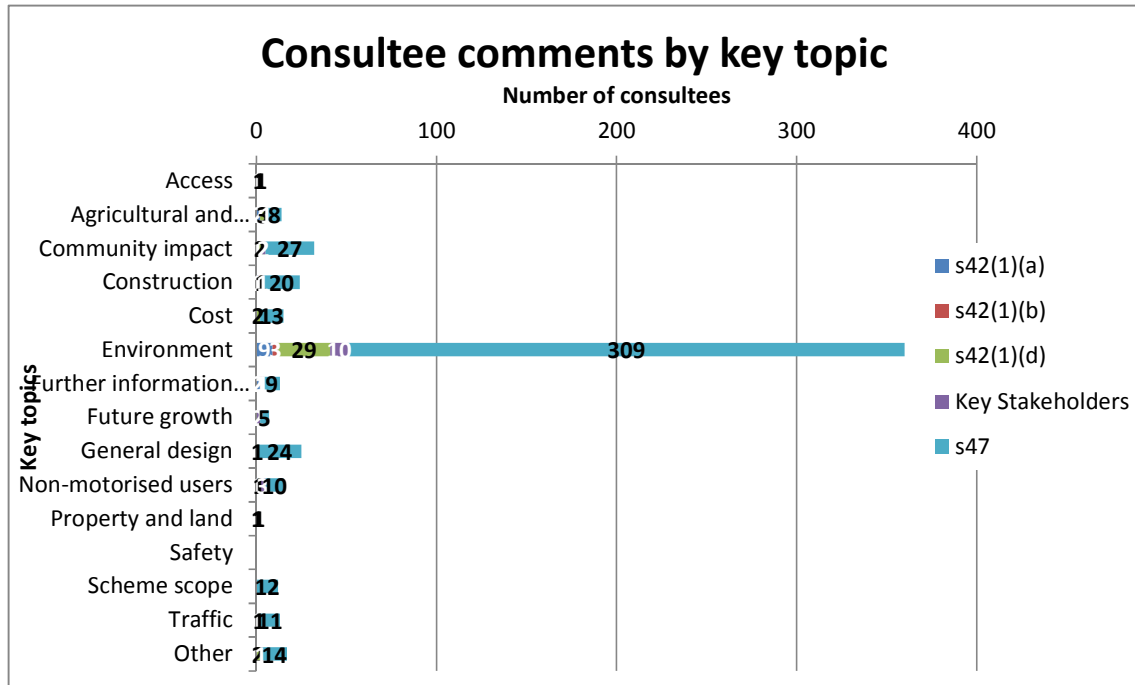


Figure 6.2: Topics raised by consultees

6.4.3 *Figure 6.3* shows the number of respondents that answered yes, no or unsure to question 2a (do you agree with our proposed approach to mitigating the potential adverse environmental impacts of the proposed scheme?). It shows that of those that disagree with this element of the scheme, the most frequently cited reasons relate to the environment. Whilst, of those that agree with this element of the scheme the most frequently cited reasons also relate to the environment.

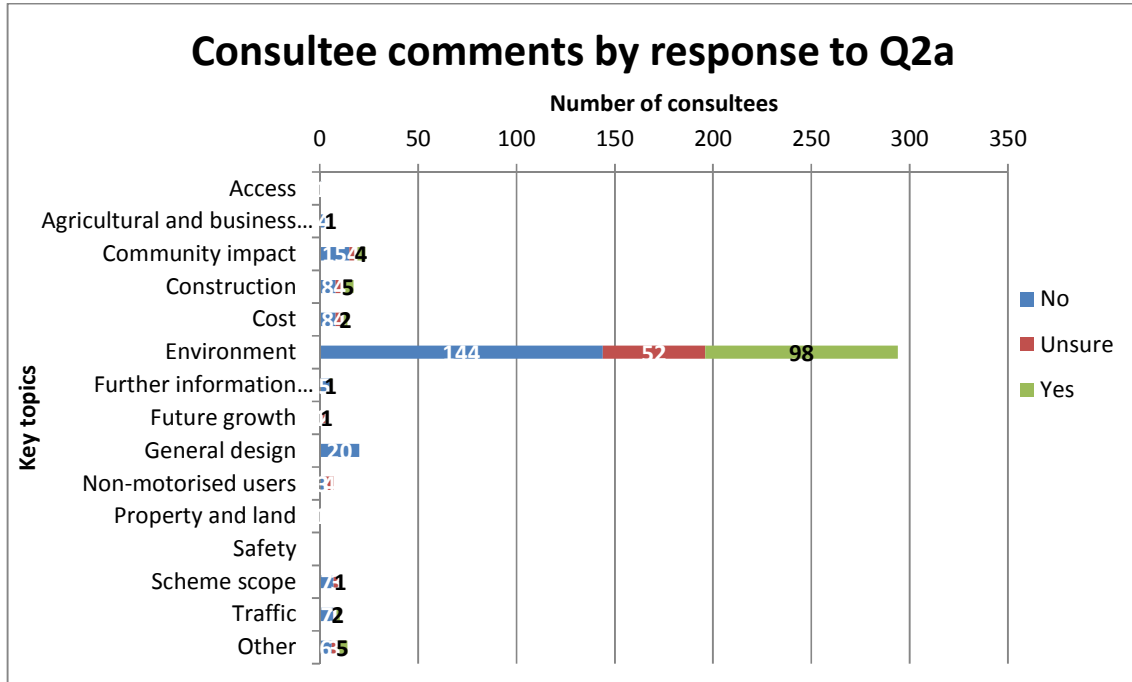


Figure 6.3: Level of agreement with the proposals in relation to the topics raised

- 6.4.4 The issues most frequently raised refer to the noise impacts of the scheme, including requests for mitigation of noise impacts on neighbouring communities. Comments relating to air quality refer to concerns on the impacts of Air Quality Management Areas (AQMAs), as well as neighbouring communities such as Brampton, the Offords, Hilton and Girton.
- 6.4.5 Table 6.3 provides a summary of the comments raised regarding the potential environmental impacts of the proposed scheme, and the Highways Agency’s response. In doing so, it demonstrates how consultation feedback has been taken into account. A full list of comments raised is provided in appendix E, Table 6.

Table 6.3: Summary of feedback regarding environmental impacts of the scheme

| Summary topic | What you said | Consultee strand | | | | | Our response |
|-------------------------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| Access | Natural England noted concern over severance of access to land, routes and public rights of way. | ✓ | | | | | An environmental impact assessment has been undertaken that includes an assessment of impacts on community and private assets including agricultural land. The findings of this assessment are reported in chapter 16 of the <i>Environmental Statement (doc 6.1)</i> . The design of the scheme seeks to avoid sensitive sites and reduce severance. |
| | Unclear how access will be gained to land north of Friesland Farm. | | | | ✓ | | A new local access and maintenance track to Friesland Farm would be provided along the south side of the A14 which would be accessed from the southern roundabout at the remodelled Swavesey junction. |
| | Natural England noted that the scheme should encourage access to the countryside for recreational purposes. | ✓ | | | | | Several new local access routes would be constructed as part of the scheme. The NMU proposals provide additional linkages, link existing severed routes and provide new opportunities for NMU traffic between significant generators, future developments, and residential areas. This encourages additional access to green space and the countryside for recreational use. |
| Agricultural/ business impact | Natural England noted that the Environmental Impact Assessment (EIA) should assess impacts of the scheme on agri-environment schemes and identify measures so that compliance with these can be maintained. | ✓ | | | | | Likely significant effects on the environment as a result of the construction and operation of the scheme have been assessed, including an assessment of impacts on community, private assets and agricultural land. The findings of this assessment are reported in Chapter 16 of the <i>Environmental Statement (doc 6.1)</i> . The design of the scheme seeks to avoid sensitive sites and reduce severance. |
| | The increased height of the new road would result in the loss of agricultural land | | | ✓ | ✓ | | The impact of the scheme on agricultural land and farms has been assessed as part of the environmental impact |

| Summary topic | What you said | Consultee strand | | | | | Our response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | to borrow pits. | | | | | | <p>assessment and is reported in the <i>Environmental Statement (doc 6.1)</i>. The wider region in the vicinity of scheme largely comprises agricultural land and therefore the scheme and alternatives considered would impact on agricultural land. Restoration of the borrow pits is proposed as part of the scheme. Further detail on the proposed borrow pits is reported within Appendix 3.3 of the <i>Environmental Statement (doc 6.1)</i>, which provides background to the restoration design of the borrow pits.</p> <p>The carriageway is elevated to aid drainage. The road needs to be high enough to enable water to be collected in pipes or ditches and discharged to a pond before it is released into watercourses. There needs to be a slope on pipes and ditches conveying water which results in the road being high enough to allow a drop from carriageway level to watercourse level. It is also necessary to have a longitudinal fall on the carriageway to help the water flow to the outfalls from the road into the drainage system. The level of the road also needs to be high enough to allow culverts carrying watercourses to pass beneath the highway.</p> |
| | The scheme requires productive agricultural land for mitigation, when areas for wildlife already exist. | | | ✓ | | | <p>The likely significant effects with respect to wildlife are assessed and reported in chapter 11 of the <i>Environmental Statement (doc 6.1)</i> and mitigation measures are proposed where necessary. Environmental mitigation would be conducted according to best practice with the guidance of Environmental Agency and Natural England. The design of the scheme seeks to avoid sensitive sites and reduce severance. The land includes only that which is required for mitigation of the construction and operation of the scheme.</p> |

| Summary topic | What you said | Consultee strand | | | | | Our response |
|------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | Objection to the amount of top grade agricultural land required. | | | ✓ | ✓ | | The impact of the scheme on agricultural land and farms has been assessed as part of the environmental impact assessment and is reported in the <i>Environmental Statement (doc 6.1)</i> . The wider region in the vicinity of scheme largely comprises agricultural land and therefore the scheme and alternatives considered would inevitably impact on agricultural land. Certain temporary land areas, including compound sites and borrow pits would be restored to agricultural use where possible. |
| | Agricultural land between Godmanchester and the new route would be lost, and impacts are being ignored. | | | | ✓ | | The impact of the scheme on agricultural land and farms has been assessed as part of the environmental impact assessment and is reported in the <i>Environmental Statement (doc 6.1)</i> . Impacts on the viability of land between Godmanchester and the Huntingdon Southern Bypass would be subject to compensation. The <i>Compulsory purchase and compensation booklet 4: compensation to residential owners and occupiers (2010)</i> provides guidance on making a claim and the rights for compensation. Compensation would be provided in accordance with the standard legal procedures. |
| Community impact | South Cambridgeshire District Council noted that impacts on existing communities should be fully considered. | | ✓ | | ✓ | | Comment is duly noted. An environmental impact assessment has been undertaken that includes an assessment of impacts on community and private assets including agricultural land. The findings of this assessment are reported in Chapter 16 of the <i>Environmental Statement (doc 6.1)</i> . |
| | Disruption to local communities, including Hilton and the Offords, with insufficient mitigation and compensation. | | | | ✓ | | |
| | Concerned about the proximity of the proposed scheme to the villages of Hilton, | | | | ✓ | | |

| Summary topic | What you said | Consultee strand | | | | | Our response |
|---------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | the Offords, Buckden and Brampton. | | | | | | |
| | It is clear that efforts have been made to reduce the environmental impact on local residents. | | | ✓ | | | Comment is duly noted. |
| | The impacts of raising the proposed A14 have not been considered and will impact local residents. | | | ✓ | | | The landscape, visual and noise impacts associated with the Huntingdon Southern Bypass have been considered in the environmental impact assessment and are reported, along with proposals for mitigation, in Chapters 10 and 14 of the <i>Environmental Statement (doc 6.1)</i> . Lighting provision is minimised to reduce light pollution. Extensive mitigation measures have been designed into the scheme to reduce noise and visual impacts during operation. |
| | Concerns regarding environmental impacts at Brampton, Hilton, Alconbury, Buckden, Offord, Girton and all villages used for avoidance of the A14. | | | | ✓ | ✓ | The scheme would create additional capacity on the A14 that would allow traffic that is currently using alternative routes to divert back onto the A14. This would also be the case with the proposed local access road, which would in part provide access for local traffic. As a result a number of villages would benefit from a reduction in through traffic. An assessment of the environmental impacts, including impacts on local communities, has been undertaken and is reported in chapter 16 of the <i>Environmental Statement (doc 6.1)</i> . A range of mitigation measures would be implemented to reduce significant environmental effects. |
| Construction | The environmental impacts of the construction phase activities have not been identified and appropriately mitigated. | | | | ✓ | | Construction works associated with a road scheme of this scale would have some impacts on local communities and the environment. These impacts have been assessed and are |

| Summary topic | What you said | Consultee strand | | | | | Our response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | reported in the <i>Environmental Statement (doc 6.1)</i> . Mitigation measures to reduce these impacts are also reported in the <i>Environmental Statement (doc 6.1)</i> . This includes the <i>Code of Construction Practice (CoCP)</i> (Environmental Appendices 6.4). The COCP outlines the standards that would be applied to the construction work, including general site operations, traffic and environmental considerations. |
| Cost | Queries regarding the cost of mitigation measures. | | | | ✓ | | Impacts on the environment as a result of the construction and operation of the scheme have been assessed as part of an environmental impact assessment (EIA). A range of mitigation measures would be implemented to reduce significant environmental effects. The cost of mitigation is proportionate to the size of the scheme as in line with industry standards. Mitigation requirements across the scheme would be further developed throughout detailed design. The cost of these are included in the scheme budget. |
| | Residents of Brampton and Offord Cluny would be adversely impacted when there are cheaper alternatives. | | | | ✓ | | Six alternative options for the scheme emerged from the Department of Transport Study in May 2012. A preferred option was selected and developed in response to formal consultation. Chapter 4 of the <i>Environmental Statement (doc 6.1)</i> outlines the main alternatives considered. A range of alternatives were assessed using a holistic assessment to determine the preferred option. The capital cost of the scheme is approximately £1.5 billion which is proportionate to the size of the scheme. The cost of the scheme is proportionate to its size, in line with industry standards, and a cost benefit analysis has concluded that it would provide high value for money. |

| Summary topic | What you said | Consultee strand | | | | | Our response |
|---------------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | Chapter 4 Main Alternatives of the <i>Environmental Statement (doc 6.1)</i> outlines the main alternative scheme options that have been considered and the <i>Case for the Scheme (doc 7.1)</i> sets out that the scheme is value for money. |
| Environment – air quality | Histon and Impington Parish Council noted concerns with the comprehensiveness of the air quality assessment. Particulate matter (PM10s and PM2.5s) have not been properly considered. | ✓ | | | | | An assessment of air quality impacts of the scheme has been undertaken and is reported in Chapter 8 of the <i>Environmental Statement (doc 6.1)</i> . A review of PM2.5 monitoring data across the UK indicates no exceedances of the PM2.5 pollutant threshold. As such it is unlikely that there are any exceedances of PM2.5 threshold in this area and consequently monitoring for PM2.5 will not be undertaken. The assessment of PM2.5 does not form part of the methodology included in the Design Manual for Roads and Bridges. Measurements of pollutant concentrations, including PM10, in the local area are undertaken using both continuous monitoring instruments and passive monitoring diffusion tubes. Results of local monitoring are available from the UK air website and from local authority air quality reports. |
| | Concerns regarding impacts on Air Quality Management Areas (AQMA), including Histon and Impington Parish Council who noted concern over the standard and consistency of monitoring within an AQMA. | ✓ | | ✓ | | ✓ | An assessment of air quality impacts of the scheme has been undertaken and is reported in Chapter 8 of the <i>Environmental Statement (doc 6.1)</i> . The scheme would contribute to decreasing the air pollution emissions experienced at the six AQMAs in the vicinity of the scheme. In summary, the air quality assessment concludes that predicted concentrations of nitrogen dioxide (NO2) and fine particulate matter (PM10) for the operational phase of the scheme would be below objective levels in all future modelled scenarios, at all modelled |

| Summary topic | What you said | Consultee strand | | | | | Our response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | locations. |
| | Natural England noted that air quality impacts on biodiversity, including Brampton Wood SSSI, should be considered. | ✓ | | | ✓ | | An assessment of air quality impacts of the scheme has been undertaken and is reported in Chapter 8 of the <i>Environmental Statement (doc 6.1)</i> . Ecological receptors, which are designated for nature conservation importance internationally, as Special Areas of Conservation (SAC) and Special Protection Areas (SPA), and nationally, as Sites of Special Scientific Interest (SSSI), have been assessed where they are located within 200m of the affected road network, and this includes Brampton Wood SSSI. This is in line with the requirements of the Design Manual for Roads and Bridge HA207/07. |
| | Brampton Parish Council and other consultees noted concern with pollution due to the volume of vehicles within close proximity to Brampton village. Pollution caused by traffic will impact on nearby areas including Brampton, Hilton, Buckden, Girton, Offord Cluny and Offord D'arcy. | ✓ | | | ✓ | | Impacts on air quality are assessed as part of the environmental impact assessment and are reported, along with proposals for mitigation, in Chapter 8 of the <i>Environmental Statement (doc 6.1)</i> . The assessment in summary concludes that no significant effects would occur to these villages as a result of the scheme. |
| | Queries regarding the mitigation measures for air quality impacts. | | | | ✓ | | |
| | South Cambridgeshire District Council noted that air quality issues should be addressed in consultation with local authorities. Arrangements should be made for post scheme monitoring of air quality. | | ✓ | | | | Impacts on air quality are assessed as part of the environmental impact assessment and are reported, along with proposals for mitigation, in Chapter 8 of the <i>Environmental Statement (doc 6.1)</i> . The assessment in summary concludes no significant effects occur as a result of |

| Summary topic | What you said | Consultee strand | | | | | Our response |
|--|---|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | Cambridge City Council commented that traffic modelling details are required to assess air quality impacts. | | ✓ | | | | the scheme. The Highways Agency undertakes Post Opening Project Evaluations (POPE) of all its major projects and publishes the reports on its website. The POPE reports cover five areas of assessment: environment, safety, economy, accessibility and integration. |
| | Cambridge City Council highlighted that the Preliminary Environmental Information Report provides insufficient detail on air quality impacts. | | ✓ | | | | A range of consultation materials were provided and made accessible to consultees, in accordance with legislative requirements and the Statement of Community Consultation. This included the Preliminary Environmental Information Report (PEIR) and Preliminary Traffic Report. Since the consultation period, the Highways Agency has shared the draft <i>Environmental Statement (doc 6.1)</i> with Cambridge City Council prior to DCO submission. |
| | The realignment of the roundabout closer to Mill Common would adversely impact on pollution from slower traffic. | | | ✓ | | | Following consultation, the roundabout has been replaced by traffic signals. Impacts on air quality in Huntingdon are assessed as part of the EIA and are reported, along with proposals for mitigation, in Chapter 8 of the <i>Environmental Statement (doc 6.1)</i> . Properties within 100 metres of the route have been included in the air quality modelling exercise and it is concluded at these locations there would not be concentrations of air pollutants above acceptable standards. The assessment takes account of the elevation of the road and, in summary, concludes that the scheme results in an overall benefit to public exposure to air pollutants at Huntingdon. . |
| Environment – archaeology/ cultural | English Heritage noted concern with the removal of five Grade II listed milestones. Impacts on non-designated heritage assets | ✓ | | | | | An assessment of cultural heritage impact, including non-designated assets, has been undertaken and is reported in Chapter 9 of the <i>Environmental Statement (doc 6.1)</i> . |

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| heritage | and heritage assets of archaeological interest should be assessed. | | | | | | Construction of the scheme would result in the removal of three milestones designated as Grade II listed buildings; a further three un-listed milestones would be protected to prevent accidental damage. To mitigate impacts resulting from the removal of listed milestones along the A1 and A14, the following works would be undertaken; a photographic survey to document the existing setting of the assets; removal and storage in a secure and weatherproof location for the duration of the construction works of three listed milestones; protection during construction of three unlisted milestones to prevent accidental damage and reinstatement of the milestones as close to their original location as possible within the scheme boundary. |
| | Cambridgeshire County Council requested that extensive archaeological investigations should be undertaken and provisions made for longer term public display of discoveries. | | ✓ | | | | An assessment of cultural heritage impact, including non-designated assets, has been undertaken and is reported in Chapter 9 of the <i>Environmental Statement (doc 6.1)</i> . A range of mitigation measures has been proposed to reduce the residual significance of effect on archaeological remains and the historic landscape. Following industry best practice, and standards and guidance produced by the Institute for Archaeologists, the final archive would be submitted to the Cambridgeshire Archaeological Archives. The suggestion of longer term public exhibition of excavated artefacts is noted and will be considered further by the Highways Agency as the scheme progresses. |
| | Concern over the archaeological remains at Mill Common. | | | ✓ | ✓ | | A programme of earthwork survey, targeted excavation and trial trenching would be undertaken at Mill Common. Any archaeological remains associated with the scheduled |

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| | | | | | | | monument would be identified and a scheme of archaeological mitigation will be developed. Following the consultation, changes were made to the design of the scheme in Huntingdon to reduce the impacts on Huntingdon Conservation Area; the proposal for a roundabout on Mill Common is no longer part of the scheme. Construction of the scheme has been assessed to result in a number of adverse and beneficial impacts and effects on Huntingdon Conservation Area. The proposed mitigation measure of landscape screening would reduce the residual significance of the impact. Further information is reported in Chapter 9 of the <i>Environmental Statement (doc 6.1)</i> . |
| | Cultural heritage assets have not been fully identified. | | | | ✓ | | An assessment of cultural heritage impacts, including identification of relevant assets, has been undertaken and is reported in Chapter 9 of the <i>Environmental Statement (doc 6.1)</i> . A programme of mitigation has been recommended to reduce the impact of the scheme on, and to protect, cultural heritage assets. |
| | Concern over impacts on archaeological sites and historic buildings. | | | | ✓ | | |
| Environment - ecology | Natural England requested that impacts on the Eversden and Wimpole Woods SSSI and SAC must be assessed. | ✓ | | | ✓ | | An assessment of nature conservation impacts has been undertaken and is reported in Chapter 11 of the <i>Environmental Statement (doc 6.1)</i> . The assessment shows the scheme is unlikely to have significant effects on any European sites. Eversden and Wimpole Woods Special Area of Conservation has been included in this assessment. |
| | Natural England requested that a detailed assessment of how changes to the hydrological regime and water quality may | ✓ | | | | | <i>Chapter 11 of the Environmental Statement (doc 6.1)</i> includes consideration of changes in environmental conditions (such as water quality and water levels) both during construction and operation. Mitigation to reduce the impact of the scheme on |

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| | impact biodiversity. | | | | | | ecology has been identified which seeks to avoid impacts in the first instance. Other principles adopted include minimising culverting of watercourses where practicable. |
| | Natural England noted that severance of wildlife corridors and drainage systems should be minimised and mitigation measures provided. | ✓ | | | | | <i>Chapter 11 of the Environmental Statement (doc 6.1)</i> includes consideration of ecological impacts caused by severance. Mitigation to reduce the impact of the scheme on ecology has been identified which seeks to avoid impacts in the first instance. Other principles adopted in the mitigation strategy include: increasing connectivity along the scheme with new landscaping using native, locally appropriate species; minimising culverting of watercourses where practicable; and the creation of new habitats along the highways estate. The scheme would lead to a net gain of semi-natural habitat, which would provide a connective corridor within the farmland landscape. |
| | Natural England noted that the EIA should comply with the National Planning Policy Framework (NPPF) and Defra guidance. | ✓ | | | | | The EIA has been undertaken in accordance with relevant legislation and best practice guidance, including the NPPF and Defra guidance. The findings are reported in the <i>Environmental Statement (doc 6.1)</i> . The Highways Agency has engaged with a range of key environmental stakeholders including the Environment Agency, Natural England, English Heritage and local authorities in undertaking this assessment. The findings of the EIA were shared with these stakeholders prior to the submission of the DCO application. |
| | The Environment Agency noted that the list of ecological designations is not complete and non-native invasive species should be considered. | ✓ | | | | | An assessment of nature conservation impacts has been undertaken and is reported in Chapter 11 of the <i>Environmental Statement (doc 6.1)</i> . In line with guidance in the <i>Design Manual for Roads and Bridges</i> , all designated sites |

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| | | | | | | | of ecological importance have been identified for assessment within 2 km of the scheme. Special Areas of Conservation designated for bats within 30 km and European sites directly connected to the scheme and Natural England's Impact Risk Zones dataset have also been incorporated. Assessment of non-native invasive species has been included in baseline surveys. <i>The Code of Construction Practice</i> includes measures to prevent the spread of such species. |
| | Cambridgeshire County Council noted that the scheme should contribute to enhancing biodiversity in a low wildlife quality corridor. | | ✓ | | | | An assessment of impacts to nature conservation has been undertaken and is reported in Chapter 11 of the <i>Environmental Statement (doc 6.1)</i> . Mitigation to reduce the impact of the scheme on ecology has been identified, including the creation of new habitats along the highways estate in order to achieve net habitat gain along the scheme. |
| | The Huntingdon railway station southern access will result in the destruction of a wildlife corridor. | | | ✓ | | | An assessment of nature conservation impacts has been undertaken and is reported in Chapter 11 of the <i>Environmental Statement (doc 6.1)</i> . A badger sett has been identified in this area alongside the A14, which would be closed under licence as part of the works. General good practices measures would be employed to reduce damage and disturbance to wildlife beyond the route corridor. |
| | Concern over impacts on sensitive ecological environments, including the Portholme Meadow SAC and the Ouse Valley. | | | | ✓ | ✓ | An assessment of impacts to nature conservation has been undertaken and is reported in Chapter 11 of the <i>Environmental Statement (doc 6.1)</i> . No significant adverse effects are predicted on Portholme Meadow SAC. The River Great Ouse County Wildlife Site would be crossed by a viaduct in this same location but would not suffer any direct land take. A key aim of the mitigation strategy is to create new |

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| | | | | | | | habitats along the highways estate in order to achieve net habitat gain within the scheme. |
| | Insufficient ecological mitigation is proposed. | | | | ✓ | | An assessment of impacts to nature conservation has been undertaken and is reported in Chapter 11 of the <i>Environmental Statement (doc 6.1)</i> . Mitigation to reduce the impact of the scheme on ecology has been identified which seeks to avoid impacts in the first instance. Other principles adopted in the mitigation strategy are: to ensure no net loss of valued habitats; maintain dispersal corridors across the scheme using culverts and structural planting (in conjunction with fencing and sensitive lighting); increase connectivity along the scheme with new landscaping using native, locally appropriate species; minimise culverting of watercourses where practicable; and the creation of new habitats along the highways estate in order to achieve net habitat gain along the scheme. |
| Environment – flooding and drainage | Swavesey Internal Drainage Board seeks assurance that the scheme will not increase flood risk within its catchment. | ✓ | | | | | A flood risk assessment has been undertaken and is appended to the <i>Environmental Statement (doc 6.1)</i> . The assessment concludes that with proposed mitigation measures in place the existing flooding conditions within the area of the Swavesey Internal Drainage Board and across the scheme would not be adversely affected would not be adversely affected. |
| | Natural England support the inclusion of Sustainable Drainage Systems (SuDS) and other climate change resilience features and the Environment Agency expressed | ✓ | | | | | An assessment of the likely significant effects of the scheme on drainage and the water environment is reported in chapter 17 of the <i>Environmental Statement (doc 6.1)</i> . Mitigation for the operational phase would be provided by Sustainable |

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| | support for pollution treatment measures. | | | | | | Drainage Systems (SuDS), designed to manage flood risk and improve water quality. The Highways Agency continues to consult with the Environment Agency on the details of the drainage and pollution control strategy, which are detailed in Chapter 17 of the <i>Environmental Statement (doc 6.1)</i> . |
| | The Environment Agency noted that there are further Water Framework Directive (WFD) water bodies and tributaries that should be considered for assessment and requested details of emergency action plans for accidental spillages. | ✓ | | | | | An assessment of Water Framework Directive (WFD) water bodies, including associated tributaries and small watercourses, has been undertaken and is reported in Chapter 17 of the <i>Environmental Statement (doc 6.1)</i> . The detailed scope of the WFD assessment has been agreed through further consultation with the Environment Agency including a meeting in June 2014. Reference is made to water bodies in the CoCP. Emergency action plans would be a matter for the Highways Agency to establish in due course in consultation with the contractor. |
| | Hemingford Grey Parish Council seek assurance that there will be no extra run off into local drains. | ✓ | | | | | A flood risk assessment has been undertaken and is appended to the <i>Environmental Statement (doc 6.1)</i> . The assessment concludes that with proposed mitigation measures in place the existing flooding conditions would not be adversely affected. Rainfall runoff from new areas of road would be attenuated and outflow reduced to greenfield rates for all events up to the 100-year return period event plus an allowance for climate change. This will mimic the response of the natural environment to rainfall and not exceed the flows that would arise from the undeveloped site. |
| | South Cambridgeshire District Council requested that drainage measures should be coordinated with planned | | ✓ | | | | A flood risk assessment has been undertaken and is appended to the <i>Environmental Statement (doc 6.1)</i> . Ongoing engagement with the Environment Agency would ensure that |

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| | developments. | | | | | | the scheme would be coordinated with other developments. |
| | Further assessment and information requested of the impacts on flooding and drainage, including mitigation measures. | | | ✓ | ✓ | ✓ | An assessment of the likely significant effects of the scheme on drainage and the water environment is reported in chapter 17 of the <i>Environmental Statement (doc 6.1)</i> . The assessment has concluded the need for a range of mitigation measures including balancing ponds and flood compensation areas. |
| | The road could be realigned further north to reduce flooding impacts on Hilton village. | | | | ✓ | | An assessment of the likely significant effects of the scheme on drainage and the water environment is reported in chapter 17 of the <i>Environmental Statement (doc 6.1)</i> . A flood risk assessment has been undertaken and is appended to the <i>Environmental Statement (Appendix 17.1)</i> . In summary this assessment has concluded that there is a need for a range of mitigation measures including balancing ponds and flood compensation areas, including for the West Brook at Hilton. The provision of floodplain compensation as mitigation would result in a neutral effect on flood risk for all the watercourses in the Hilton area. |
| | The National Farmers Union noted that the location of balancing ponds should be negotiated with farmers. | | | | | ✓ | A flood risk assessment has been undertaken and is presented in Appendix 17.1 of the <i>Environmental Statement (doc 6.1)</i> . This assessment has concluded that there is a need for a range of mitigation measures including balancing ponds. Some of these mitigation measures have been added to the scheme following the formal consultation and ongoing engagement with the Environment Agency. The Highways Agency is working with local agricultural users and the National Farmers Union, and will continue through |

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| | | | | | | | detail design and construction to accommodate access requirements where possible and maximise the suitability of residual land parcels for agriculture. |
| | The Ouse crossing must cater for times of flood and the design of the Great River Ouse bridge must ensure that flood risk is not increased. | | | | ✓ | | A flood risk assessment has been undertaken and is presented in Appendix 17.1 of the <i>Environmental Statement (doc 6.1)</i> . The Ouse crossing is elevated above the flood level of the River Great Ouse. The assessment concludes that with proposed mitigation measures in place the existing flooding conditions would not be adversely affected. |
| | Concerns regarding increased flood risk at the Offord villages, Histon, Girton and surrounding villages. | | | | ✓ | | A flood risk assessment has been undertaken and is appended to the <i>Environmental Statement (doc 6.1)</i> . The assessment concludes that with proposed mitigation measures in place the existing flooding conditions would not be adversely affected. |
| | The proposed height for the new road is excessive as there is no current flood risk. | | | | ✓ | | The Huntingdon Southern Bypass would be up to 3.5 metres above existing ground level. Some of the side roads would be carried over the bypass with bridges and associated earthworks rising approximately 8 metres above the bypass. The carriageway is elevated to aid drainage. The road needs to be high enough to enable water to be collected in pipes or ditches and discharged to a pond before it is released into watercourses. There needs to be a slope on pipes and ditches conveying water which results in the road being high enough to allow a drop from carriageway level to watercourse level. It is also necessary to have a longitudinal fall on the carriageway to help the water flow to the outfalls from the road into the drainage system. The level of the road also needs to be high enough to allow culverts carrying watercourses to |
| | The proposed new A14 crosses the flood plain at a higher level than the existing A14. This is unnecessary as the existing A14 has never flooded. | | | | | | |

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| | | | | | | | pass beneath the highway. |
| | Cambridgeshire County Council requested drainage details where the Council is the lead local flood authority. | | ✓ | | | | The scheme drainage design has been developed to a level sufficient for an outline design. A flood risk assessment has been undertaken and is appended to the <i>Environmental Statement (Appendix 17.1)</i> . This includes information on the proposed drainage. Ongoing engagement has been (and will continue to be) held with Cambridgeshire County Council to discuss various matters, including drainage details. |
| Environment – general | Offord Cluny and Offord D'arcy Parish Council noted that the scheme will impact on the Great Ouse Valley and the design of the bridges/viaduct will be important. | ✓ | | | | | The EIA has been undertaken as an integral part of the design process, informing decisions on the scheme as the design has been developed. In particular, the river Great Ouse viaduct has been carefully designed to minimise the impacts on the Great Ouse valley. |
| | Associated British Ports, Natural England and land interest consultees highlighted the importance of taking the EIA findings into account and providing adequate mitigation. | ✓ | | ✓ | | | A range of mitigation measures would be implemented to reduce significant environmental effects. |
| | Comments from Fenstanton Parish Council, Offord Cluny and Offord D'arcy Parish Council and land interest consultees regarding the timing of the EIA in regard to the finalisation of the scheme design and the availability of environmental details for comment. | ✓ | | ✓ | ✓ | | The environmental impact assessment (EIA) has been undertaken alongside the design of the scheme and in accordance with relevant legislation and best practice guidance, as part of an iterative process of consultation, design and assessment over the past year leading up to the submission of the Development Consent Order application. Further information regarding this process is provided in Chapter 6 of the <i>Environmental Statement (ES) (doc 6.1)</i> and the ES reports the findings of the EIA. Comments on the proposals can still be made following |

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| | | | | | | | submission by registering as an interested party, and then sending comments in writing, or requesting to speak at a public hearing. |
| | South Cambridgeshire District Council and Cambridgeshire County Council requested that the Highways Agency works with the Council regarding environmental impacts and mitigation. | | ✓ | | | | Impacts on the environment as a result of the construction and operation of the scheme have been assessed as part the EIA, which is reported in the <i>Environmental Statement (doc 6.1)</i> . The Highways Agency has engaged with a range of key environmental stakeholders including the Environment Agency, Natural England, English Heritage and local authorities, including South Cambridgeshire District Council and Cambridgeshire County Council, in undertaking this assessment. The findings of the EIA and mitigation proposals were shared with these stakeholders prior to the submission of the Development Consent Order application. Ongoing engagement will be held with environmental stakeholders to further discuss environmental impacts and mitigation. |
| | South Cambridgeshire District Council suggested that the recycled materials from development sites are utilised. | | ✓ | | | | Imported materials would be sourced with consideration for recycled content and transportation requirements. Alternatives to primary aggregates would be investigated at the detailed design stage, including local construction, demolition and excavation waste and opportunities to reuse materials from major development sites in the area. |
| | Mitigation measures should be included in the design specification for the construction contract and tender process. | | | ✓ | | | The Environmental Impact Assessment has been undertaken as an integral part of the design process, informing decisions on the scheme as the design has been developed. A range of mitigation measures would be implemented within the overall scheme design to reduce significant environmental effects; the measures are integral and permanent to the scheme. |
| | The environmental impacts cannot be fully mitigated. | | | | ✓ | | |

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| | Environmental assessments should be undertaken post completion. | | | | ✓ | ✓ | A five-year aftercare period for all the soft environmental features of the scheme would be included as part of the construction contract requirements. Thereafter, landscape areas would be maintained by the Highways Agency through its managing agents. The Highways Agency also undertakes Post Opening Project Evaluations (POPE) of all its major projects and publishes the reports on its website. The POPE reports cover five areas of assessment: environment, safety, economy, accessibility and integration. |
| | The Parish Council of Offord Cluny and Offord D'arcy noted concerns regarding the independence/bias of the environmental impact assessment undertaken by the Highways Agency. | ✓ | | | ✓ | | The EIA has been undertaken by technical specialists in accordance with relevant legislation and best practice guidance and the findings are reported in the <i>Environmental Statement (doc 6.1)</i> . |
| | Undue weight is given to environmental impacts at Huntingdon rather than the surrounding countryside. | | | | ✓ | | Impacts on the environment as a result of the construction and operation of the scheme have been assessed as part of an environmental impact assessment (EIA). A summary of the environmental impacts which would arise from the proposed scheme are assessed and reported, along with proposals for mitigation, in Chapter 19 of the <i>Environmental Statement (doc 6.1)</i> . |
| | Mitigation measures will take years to take effect. | | | | ✓ | | It is acknowledged that some mitigation measures will not be fully effective immediately (for example tree and shrub planting). The use of larger planting stock would be used where appropriate (for example within Huntingdon town centre) to provide an immediate landscape effect. |
| | Reducing congestion will have | | | | ✓ | | Comment is duly noted. |

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| | environmental benefits. | | | | | | |
| | The Environment Agency noted that the assessment does not refer to controlled waters, leachate testing will be needed, residual contamination should not be present below impermeable areas and the Anglian Water Basin Management Plan requires the restoration/enhancement of water bodies. | ✓ | | | | | The impact of the scheme on contamination (soil and groundwater) and geologically important sites has been assessed as part of the environmental impact assessment and is reported in Chapter 12 of the <i>Environmental Statement (doc 6.1)</i> , which includes assessment of controlled waters quality and vulnerability in the context of land contamination. Groundwater supply, abstractions, hydrogeology and hydrology are discussed in Chapter 17 of the <i>Environmental statement (doc 6.1)</i> Where contamination is suspected, further leachate testing is planned as part of the ground investigation to inform detailed design. |
| Environment - geology | Natural England expressed support for the recommendation that further consultation is required to check for the presence of important geological/geomorphological sites. | ✓ | | | ✓ | | Support is duly noted. Ongoing engagement will be held with environmental stakeholders to further discuss geological and soil management matters. |
| | Natural England and the National Farmers Union expressed support for the implementation of a soil management strategy. | ✓ | | | | ✓ | |
| | Insufficient consideration is given to soil contamination. | | | | ✓ | | An assessment of geology and soil impacts has been undertaken and is reported in Chapter 12 of the <i>Environmental Statement (doc 6.1)</i> . The scheme is primarily located within greenfield land or land which is identified as having only limited contaminative potential. This assessment has not identified any significant residual impacts on geology |

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| | | | | | | | and soils from the scheme. |
| Environment – landscape/ visual | Offord Cluny and Offord D'arcy Parish Council highlighted the importance of planting embankments. The Council queried the ongoing maintenance of planting and how long it would take to mature. | ✓ | | | ✓ | | A Landscape and Visual Impact Assessment (LVIA) has been undertaken and is reported in Chapter 10 of the <i>Environmental Statement (doc 6.1)</i> . Mitigation planting is expected to become established approximately 15 years after opening, however the use of larger planting stock will be used where appropriate to provide an immediate landscape effect (e.g. within Huntingdon town centre). A five-year aftercare period for all the soft environmental features of the scheme would be included as part of the construction contract requirements. Thereafter, landscape areas would be maintained by the Highways Agency through its managing agents. |
| | Histon and Impington Parish Council suggested that the Highways Agency replace the trees lost as a result of the scheme and provides funding to Parish Councils to plant replacement trees. | ✓ | | | | | Tree removal plans are provided as part of the <i>Environmental Statement (Figure 3.3)</i> . Substantial planting would be provided as part of the scheme to mitigate loss of trees and offset landscape, visual and ecological effects. |
| | Natural England noted support that the landscape and visual impact assessment will broadly follow Natural England's recommendations. | ✓ | | | | | A Landscape and Visual Impact Assessment (LVIA) has been undertaken and is reported in Chapter 10 of the <i>Environmental Statement (doc 6.1)</i> . Landscaping works are proposed to lessen the visual impacts of the scheme. Details of the landscape mitigation strategy are provided in Chapter 10 of the <i>Environmental Statement (doc 6.1)</i> . Landscaping mitigation includes environmental bunds, the use of false cuttings to screen traffic in sensitive locations and native tree and shrub planting. Landscape mitigation is illustrated on the |
| | Lolworth Parish Council requested further details of visual mitigation. | ✓ | | | | | |

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| | | | | | | | Outline Environmental Drawings contained in Fig 3.2 of the <i>Environmental Statement (doc 6.1)</i> |
| | Further visual mitigation is required to screen residents, including Hilton, the Blackwell Traveller site and designated areas. | | | ✓ | ✓ | ✓ | Replacement screen planting is proposed adjacent to Blackwell Travellers Site and woodland planting is proposed on an environmental bund north of Hilton. No likely significant adverse effects on Brampton Wood or Portholme Special Area of Conservation and Site of Special Scientific Interest have been identified during the construction and operation of the scheme. Landscape mitigation is illustrated on the Outline Environmental Drawings contained in Fig 3.2 of the <i>Environmental Statement (doc 6.1)</i> . |
| | Comments regarding the impact of the scheme on the Great Ouse valley. | | | | ✓ | ✓ | An EIA has been undertaken and is reported in the <i>Environmental Statement (doc 6.1)</i> . The river Great Ouse viaduct has been carefully designed to minimise the impacts on the Great Ouse valley and to support the views of key stakeholders who indicated that the aesthetic quality of the structure should be a priority consideration. A landscape and visual impact assessment has been undertaken and is reported in Chapter 10 of the <i>Environmental Statement</i> . The high sensitivity and value of the Ouse valley landscape has been acknowledged. A range of mitigation measures have been built in to the scheme design including extensive tree and shrub planting within the Ouse valley - see the Outline Environmental Drawings (OED) contained in Fig 3.2 of the <i>Environmental Statement (doc 6.1)</i> . |
| | Support for the proposed planting. | | | | ✓ | | Support is duly noted. |

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| | Public art and landmark features should be considered. | | | | ✓ | | Comment is noted. Such features would be considered at the detailed design stage. |
| | The loss of designated open space at Huntingdon station access road and the link road should be avoided. | | | | ✓ | | The scheme would have some local urbanising effect on areas of land used for grazing at Views Common and on the grass land used for grazing at Mill Common. However, the section of the existing A14 and its embankment to the east of the proposed Views Common roundabout would be removed as part of the scheme. This would extend that space and reduce severance caused by the existing A14, and help to mitigate any urbanising effects. |
| | Concerns regarding impacts on Mill Common and Views Common. | | | | ✓ | ✓ | |
| Environment - noise | Lolworth Parish Council, Brampton Parish Council and members of the community suggest that optimum noise mitigation is applied including low noise surfaces. | ✓ | | | ✓ | | An assessment of noise and vibration impacts and effects is reported in Chapter 14 of the <i>Environmental Statement (doc 6.1)</i> . Extensive mitigation measures include low noise road surfacing and noise barriers. |
| | Histon and Impington Parish Council suggest that mitigation takes account of existing noise issues and World Health Organization (WHO) noise standards are applied. | ✓ | | | | | The Highways Agency has established criteria which are based on the latest government noise policy and World Health Organization guidance. An assessment of noise and vibration impacts and effects has been undertaken as part of the environmental impact assessment and is reported in chapter 14 of the <i>Environmental Statement (doc 6.1)</i> . Extensive mitigation measures have been designed into the scheme to reduce noise impacts during operation, including the alignment and cuttings, low noise road surfacing and landscaped earthworks to mitigate visual impact and reduce noise. |
| | Offord Cluny and Offord D'arcy Parish Council queried the assumption of low road | ✓ | | | | | The Highways Agency would use performance information for low noise surfaces from Highways Authorities Product |

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| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | noise surfacing for the noise impact assessment and that this should take account of deterioration of road surfacing. | | | | | | Approval Scheme (HAPAS) for the lifetime of the surface. The road surface would continue to be maintained. |
| | Cambridgeshire County Council and a land interest consultees noted that noise and vibration issues should be taken forward in partnership with the Council and general public. | | ✓ | ✓ | | | An assessment of noise and vibration impacts and effects has been undertaken and is reported in Chapter 14 of the <i>Environmental Statement (doc 6.1)</i> The Council has been engaged (and will continue to be engaged going forward) regarding noise and vibration matters. |
| | South Cambridgeshire District Council requested that post completion noise monitoring is planned. | | ✓ | | | | The Highways Agency undertakes Post Opening Project Evaluations (POPE) of all its major projects, including in relation to noise impacts, and publishes the reports on its website. |
| | Cambridge City Council noted that noise modelling is dependent on updated traffic data. | | ✓ | | | | Traffic forecasts have been prepared and have been used in the assessment of noise and vibration impacts as reported in Chapter 14 of the <i>Environmental Statement (doc 6.1)</i> . |
| | Cambridge City Council requested that local and national policy is referenced as well as the Noise Action Plans for Major Roads. Request for discussions to be held with the Darwin Green developers. | | ✓ | | | | An assessment of noise and vibration impacts has been undertaken and is reported in chapter 14 of the <i>Environmental Statement (doc 6.1)</i> . This chapter includes details of local and national planning policies and the Noise Action Plan. Noise barriers would be installed as required to reduce or remove significant noise effects at various locations where appropriate to do so in accordance with Government noise policy. |
| | Cambridge City Council raised that the PEIR provides insufficient details of noise impacts and mitigation. | ✓ | | | | | The environmental impact assessment (EIA) has been undertaken alongside the design of the scheme and in accordance with relevant legislation and best practice guidance, as part of an iterative process of consultation, design and assessment over the past year leading up to the |

| Summary topic | What you said | Consultee strand | | | | | Our response |
|---------------------|---|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | submission of the Development Consent Order application. Further information regarding this process is provided in Chapter 6 of the <i>Environmental Statement (ES) (doc 6.1)</i> and the ES reports the findings of the EIA. Noise impacts are assessed as part of the environmental impact assessment and are reported, along with proposals for mitigation, in Chapter 14 of the <i>Environmental Statement</i> . The assessment in summary concludes no significant effects occur as a result of the scheme. |
| | Concerns regarding noise impacts, including Girton, Hilton, Bar Hill, Brampton, Buckden, Impington, Ellington, Fen Drayton and the need for further and/or improved mitigation proposals. | | | ✓ | ✓ | ✓ | An assessment of noise and vibration impacts has been undertaken and is reported in Chapter 14 of the <i>Environmental Statement (doc 6.1)</i> . Extensive mitigation measures have been designed into the scheme to reduce noise impacts during operation, including the alignment and cuttings, low noise road surfacing and landscaped earthworks to mitigate visual impact and reduce noise. Further detail on noise impacts and mitigation at specific locations can be found in the following scheme element chapters or within chapter 14 of the <i>Environmental Statement (doc 6.1)</i> |
| Environment - light | Hemingford Grey Parish Council commented that lighting should be minimal to avoid light pollution. | ✓ | | | | | Details of the proposed lighting are provided in chapter 3 of the <i>Environmental Statement (doc 6.1)</i> . A range of mitigation measures would be implemented across the scheme to reduce significant environmental effects including the careful placement of lighting columns, the use of controllable light sources with cut-off properties and the use of tree and shrub planting. |
| | Improved and additional light mitigation is required. | | | | ✓ | ✓ | |
| | Concerns with light pollution at Hilton and Brampton due to the proximity of the road and Offord Cluny due to construction of the | | | | ✓ | | |

| Summary topic | What you said | Consultee strand | | | | | Our response |
|-------------------------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | bridge. | | | | | | |
| | Further assessment of light impacts is required and findings should be shared with residents. | | | | ✓ | ✓ | |
| Environment – public health | Brampton Parish Council noted the health benefits of reduced traffic. | ✓ | | | | | Support is duly noted. |
| | Cambridgeshire County Council noted that environmental health issues needs to be taken forward in conjunction with the Council and general public. | | ✓ | | | | An assessment of the potential effects on human health has also been undertaken and is reported in Appendix 18.1 of the <i>Environmental Statement (doc 6.1)</i> . The Council has been engaged regarding noise and vibration matters on an ongoing basis and will continue do so in the future. Comments from the general public received during the consultation have also been taken into account and have helped further develop the design. |
| | The proposed scheme will impact on the health of residents, including Hilton and those with respiratory conditions. | | | | ✓ | | An assessment of air quality impacts has been undertaken and is reported in chapter 8 of the <i>Environmental Statement (doc 6.1)</i> . In addition, a Health Impact Assessment has been undertaken and is reported in Appendix 18.1 of the <i>Environmental Statement (doc 6.1)</i> . The assessment has not identified any significant residual health effects likely to arise from the operation of the scheme. |
| Further information required | Lolworth Parish Council is unable to support the proposed environmental mitigation due to a lack of detail. | ✓ | | | | | A preliminary environmental information report was published in April 2014 to provide a preliminary account of environmental issues. Staff and specialists were also |

| Summary topic | What you said | Consultee strand | | | | | Our response |
|----------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | The <i>Environmental Statement</i> (ES) will not be complete until after the preferred route is decided. The consultation should have taken place when the ES is complete. | | | | ✓ | | available at exhibition events held during the consultation to answer any queries. Likely significant effects on the environment as a result of the construction and operation of the scheme have been assessed as part of an environmental impact assessment (EIA). The EIA has been undertaken in accordance with relevant legislation and best practice guidance and the findings are reported in the <i>Environmental Statement (doc 6.1)</i> . The Highways Agency has engaged a range of key environmental stakeholders including local authorities in undertaking this assessment. The findings of the EIA were shared with these stakeholders prior to the submission of the DCO application. |
| | South Cambridgeshire District Council requested further environmental information in order to consider the proposed scheme. | | ✓ | | | | |
| | The consultation information lacks detail including details of environmental impacts, mitigation and traffic modelling. | | | | ✓ | | |
| | Issues with the questionnaire wording. | | | | ✓ | | |
| | Concerns regarding cumulative traffic impacts. | | | | ✓ | ✓ | |
| | Extensive traffic modelling has been carried out including forecasted growth, 'more than likely' developments, housing and employment. Chapter 18 of the <i>Environmental Statement (doc 6.1)</i> report on the cumulative effects and impact interactions, taking into consideration the impacts of the scheme in combination with other reasonable foreseeable developments in the area. | | | | | | |
| Non-motorised | Natural England expressed that the scheme should maintain and enhance | ✓ | | | | | Approximately 15 km of new NMU facilities would be provided as part of the scheme. Of this, over 12 km would be provided |

| Summary topic | What you said | Consultee strand | | | | | Our response | |
|--------------------|--|------------------|-----------|-----------|-----|--------|---|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | | |
| users (NMU) | NMU links to existing green spaces. | | | | | | in a continuous facility from Huntingdon Road to Cambridge, segregated from the carriageway, to provide links between Fenstanton, Swavesey, Bar Hill and Cambridge, and to link to the Northstowe development. Two NMU bridges are proposed at Bar Hill and Swavesey and bridleways would be re-established at Brampton. | |
| | Insufficient consideration given to NMU, including environmental impacts on NMU. | | | | ✓ | | | |
| | A high quality NMU network is the best way to mitigate adverse environmental impacts. | | | | | ✓ | | |
| | Support for assessment of impacts on NMU in EIA. | | | | | | | Support is duly noted. Impacts on the environment as a result of the construction and operation of the scheme have been assessed as part of an environmental impact assessment (EIA). Chapter 15 of the <i>Environmental Statement (doc 6.1)</i> provides an assessment of effects on NMU. |
| | The scheme requires too much land. | | | ✓ | | | | The <i>Land Plans (doc 2.3)</i> and <i>Works Plans (doc 2.4)</i> show the land that is required to construct and operate the scheme. The <i>Statement of Reasons (doc 4.1)</i> provides an explanation of why the Highways Agency may require legal powers to compulsory purchase land. Land required has been informed by an environmental impact assessment and seeks to avoid sensitive resources and significant effects. A number of areas require temporary land take, with the intention to restore them to a pre-construction state after completion of the scheme. |
| Safety | Concerns with public safety of Buckden South landfill site in regard to gas generation and leachate migration. | | | | ✓ | | The scheme does not encroach onto the Landfill site at Buckden. The landfill site is adjacent to the scheme boundary. Impacts on air quality are assessed as part of the environmental impact assessment and are reported, along with proposals for mitigation, in the <i>Environmental Statement (doc 6.1)</i> . In summary, the assessment concludes that there | |

| Summary topic | What you said | Consultee strand | | | | | Our response |
|---------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | would be no likely adverse effect on air quality across the scheme. |
| Scheme scope | Environmental mitigation measures are irrelevant as this is the wrong solution. Suggestions for alternative infrastructure proposals such as rail. | | | | ✓ | | <p>The <i>Cambridge to Huntingdon Multi Modal Study (CHUMMS, 2001)</i> identified a package of transport measures. It concluded that no single mode solution would address the issues and recommended improvements to the A14, rail improvements as and the development of a guided busway. All of the measures have now been delivered or are within current programmes of work, leaving the A14 Cambridge to Huntingdon improvement scheme as an important outstanding recommendation.</p> <p>More recently, in 2011 a study was commissioned by the Department for Transport, in conjunction with the county councils of Cambridgeshire, Suffolk and Northamptonshire, to look at multi-modal transport solutions to the issues of congestion of the A14 between Cambridge and Huntingdon. A third A14 study (A14 Study Output 3) was then produced in November 2012 comprising an appraisal of the shortlisted public transport, rail freight and highway packages identified in the previous stage of the study. The public transport package included proposals for a new park-and-ride site and the introduction of new local bus services to connect outlying settlements with Cambridge City Centre. The rail freight package consisted of proposals for new and expanded strategic rail freight infrastructure, including new links between the Felixstowe branch line and the Great Eastern Mainline and the remodelling of sections of the railway between Felixstowe and Nuneaton. The rail freight package was forecast to reduce HGV traffic on the A14 in the core study area by up to</p> |

| Summary topic | What you said | Consultee strand | | | | | Our response |
|---------------|---------------|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | 11%, which would offset between 60% and 80% of the forecast growth in HGV traffic between 2011 and 2031. The public transport package would equate to a reduction of less than one percent of the peak-hour traffic on the A14 trunk road. |

6.5 Consultation responses received to Q2c

6.5.1 A total of 531 consultees responded to question 2c, making a total of 574 comments on the potential construction impacts of the scheme. These were received as shown below.

- 509 responses to question 2c;
- 16 letters that include comments relating to potential impacts during the construction period; and
- 6 emails that includes comments relating to potential impacts during the construction period.

6.5.2 It should be noted that some consultees provided more than one response (for example both a questionnaire and a letter) with separate comments. For this reason, the number of responses received is larger than the number of consultees.

6.5.3 *Table 6.4* provides a breakdown of the consultees that responded. This includes consultees that responded to the section 48 publication as this was undertaken within the same time period (7 April to 15 June 2014).

Table 6.4: Breakdown of respondents to question 6c by consultee strand

| Respondents to question 2c, letters and emails | |
|--|---|
| Total number of respondents | Consultees |
| Consultee strand | |
| s42(1)(a) Prescribed consultees | |
| 7 | <ul style="list-style-type: none"> • Ellington Parish Council • Anglian Water • Associated British Ports • Buckden Parish Council • Histon & Impington Parish Council • Environment Agency • Brampton Parish Council |
| s42(1)(b) Local authorities | |
| 3 | <ul style="list-style-type: none"> • Suffolk County Council (Neighbouring – “D”) • Cambridgeshire County Council (Hosting – “A”) • Huntingdonshire District Council (Hosting – “B”) |
| s42(1)(d) Land interest | |
| 35 | 6 land interest organisations: <ul style="list-style-type: none"> • Domino UK Ltd • Ebeni Ltd • Gallagher Estates • IAC Wright • Lafarge Tarmac Trading Ltd • Landro and Hinchingsbrooke Water Tower Limited 29 individual land interest consultees |
| s47 Local community | |

| Respondents to question 2c, letters and emails | |
|--|--|
| Total number of respondents | Consultees |
| 478 | 478 local community consultees |
| s47 Key stakeholders | |
| 8 | <ul style="list-style-type: none"> • Great Yarmouth Borough Council • Huntingdon and Godmanchester Civic Society • Shelford & District Bridleways Group • Swavesey Bridleways • National Farmers Union (NFU) • University of Cambridge • Holywell-cum-Needingworth Parish Council • Joint Parishes HCV (villages of Bluntisham, Cottenham, Earith, Haddenham, Hilton, Mepal, Sutton and Wilburton) |

6.6 Analysis of written responses to Q2c

6.6.1 *Figure 6.4* illustrates the number of consultees that commented by key topic when responding to question 2c or by providing letters and emails with comments regarding construction impacts.

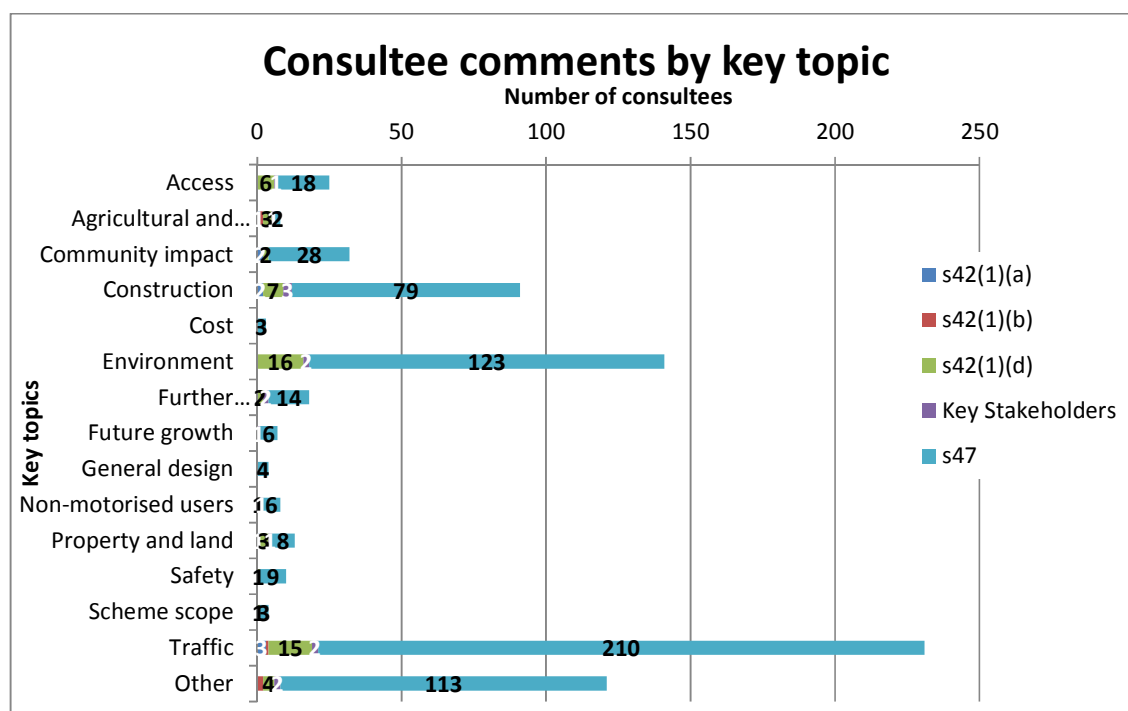


Figure 6.4: Topics raised by consultees

6.6.2 The most frequently raised topics were those categorised as traffic, environment and construction as well as “other topics” including comments

stating that the short term disruption during construction would be worth it in the end.

- 6.6.3 The most frequently made comments relate to the potential impacts of the construction workforce and construction traffic and disruption to the road network. Comments related to environmental topics referred to concerns over construction impacts on local communities, biodiversity and landscape character.
- 6.6.4 Table 6.5 below provides a summary of the comments raised regarding the potential impacts of proposed scheme during the construction period, and the Highways Agency's response. In doing so, it demonstrates how consultation feedback has been taken into account. A full list of comments raised regarding the potential construction impacts can be found in appendix E, *Table 6*.

Table 6.5: Summary of feedback potential construction impacts

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Access | Concerns regarding access to properties, fields, villages and the local road network during the construction period. | | | ✓ | | | <p>Construction works associated with a road scheme of this scale will inevitably have some impacts on local communities and the environment. These impacts have been considered for every environmental topic in the <i>Environmental Statement</i> and are reported in the corresponding chapter of the <i>Environmental Statement (doc 6.1)</i>. This includes the Code of Construction Practice (CoCP). The CoCP outlines the standards of work that would be applied by the Highways Agency to the construction workforce including general site operations, traffic and environmental considerations. Where appropriate, the construction team would provide haul routes through the works for use by construction vehicles to reduce the need to use public roads. Access to properties and villages would be maintained or if required, alternative access provided through temporary routes or/and diversions. Contractors would produce a traffic management plan to take account of these factors, which would be reviewed and approved by the Highways Agency.</p> <p>The likely significant effects from construction traffic on traffic in local villages have been assessed as part of the <i>Environmental Statement (doc 6.1)</i>, and the above approach (as set out in the CoCP) to managing the impacts of construction would be applied in connection with construction traffic in local villages where necessary to avoid or reduce any likely significant adverse effects.</p> |
| | Concerns about how the construction site will be accessed. | | | ✓ | ✓ | | |
| | Concerns regarding access to villages, the railway, rivers, the local road network, shopping, work, schools and Blackwell Travellers Site during the construction period. | | | | | ✓ | |
| | Concerns regarding access for emergency services. | | | | ✓ | | |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | plans for the construction work, in accordance with the Code of Construction Practice, prior to the commencement of any works. Consideration would be given to accessing emergency services, schools and businesses when preparing the plans. These plans would include details of their proposals for traffic management and the routeing of construction vehicles and would be reviewed and approved by the Highways Agency. |
| | The University of Cambridge requested assurance that access to developments at North West Cambridge and West Cambridge would not be compromised by the traffic generated during construction. | | | | | ✓ | Construction works associated with a road scheme of this scale would inevitably have some impacts on local communities and the environment. These impacts have been assessed and are reported in the <i>Environmental Statement (doc 6.1)</i> where measures to mitigate impacts are also reported, including the Code of Construction Practice (CoCP) (Appendix 20.2). The CoCP outlines the control measures and standards that would be applied by the Highways Agency and its main contractors throughout the construction period, including community relations, general site operations, transport and traffic, and environmental considerations. It applies across the scheme, including at the North West and West Cambridge Developments. The CoCP identifies how disruption to communities would be mitigated, including requirements for suitable control of construction noise and dust. These would be subject to engagement with the relevant local authority or statutory environmental body. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Construction will impact on farming operations. | | | ✓ | | | Chapter 15 of the Code of Construction Practice sets out the general provisions for traffic, transport and all travellers during construction. Where appropriate, routes through worksites for construction vehicles would be provided, in order to reduce the use of public roads. The construction team would consult with the local authorities regarding access routes to construction sites and would consult with businesses with regards to access and traffic management arrangements where required. The likely significant effects from construction traffic on local business operations have been assessed as part of the <i>Environmental Statement (doc 6.1)</i> , and the above approach (as set out in the CoCP) to managing the impacts of construction would be applied in connection with construction traffic where necessary to avoid or reduce any likely significant adverse effects. |
| | Local roads should remain open during the construction period to support the local businesses. | | | ✓ | | | Chapter 15 of the Code of Construction Practice sets out the general provisions for traffic, transport and all travellers during construction. Where appropriate, routes through worksites for construction vehicles would be provided, in order to reduce the use of public roads. The construction team would consult with the local authorities regarding access routes to construction sites and would consult with businesses with regards to access and traffic management arrangements where required. The likely significant effects from construction traffic [on traffic in local villages have been assessed as part of the ES, and the above approach (as set out in the CoCP) to managing the impacts of construction would be applied in connection with construction traffic in local villages where necessary to avoid or reduce any likely significant adverse effects. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Concern over the financial impacts on business and the impact on medical and social services. | | | | ✓ | | The contractors appointed to build the scheme would be required to submit plans for the construction work, in accordance with the <i>Code of Construction Practice</i> . A traffic management plan would be developed which seek to minimise and mitigate disruption as far as practicable. Emergency services have been and would continue to be consulted with throughout the process. Access agreements would be agreed prior to construction. |
| Community impact | Buckden Parish Council raised issues with construction impacts on Buckden residents. | ✓ | | | | | Construction works associated with a road scheme of this scale will inevitably have some impacts on local communities and the environment. These impacts have been assessed including the impact on Buckden and are reported in the <i>Environmental Statement (doc 6.1)</i> . This includes the CoCP which outlines the standards that would be applied to the construction work. |
| | Concerned about the construction impacts on local residents of Hilton and Mill Common. | | | ✓ | | | Construction works associated with a road scheme of this scale would inevitably have some impacts on local communities and the environment. These impacts have been assessed (including, where appropriate, with respect to the villages mentioned and are reported in the Environmental Statement where measures to mitigate likely significant adverse impacts are also reported , including the Code of Construction Practice (CoCP) (Appendix 20.2). The CoCP outlines the control measures and standards that would be applied by the Highways Agency and its main contractors throughout the construction period, including community relations, general site operations, transport and traffic, and environmental considerations. The CoCP identifies how disruption to communities would be mitigated, including |
| | Concerned about the construction impacts on local villages and communities, including impacts on local residents of Offords, Madingley, Hilton and Brampton. | | | | ✓ | | |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | requirements for suitable control of construction noise and dust. These would be subject to engagement with the relevant local authority or statutory environmental body. This approach to managing the impacts of construction would be applied in connection with these villages where necessary to avoid or reduce any likely significant effects |
| | Concerned about the construction impacts on the gypsy, traveller and show-people community. | | | | ✓ | | Construction works associated with a road scheme of this scale would inevitably have some impacts on local communities and the environment. These impacts have been assessed and are reported in the <i>Environmental Statement</i> where measures to mitigate impacts are also reported, including the Code of Construction Practice (CoCP) (Appendix 20.2). The CoCP would be applied across the scheme, including in connection with any land or local communities, where necessary to avoid or reduce any likely significant adverse effects. The CoCP identifies how disruption to communities would be mitigated, including requirements for suitable control of construction noise and dust. These would be subject to engagement with the relevant local authority or statutory environmental body. |
| | Hilton Parish Council A14 Action Group raised concern about the construction impacts on Hilton. | | | | | ✓ | Construction works associated with a road scheme of this scale would inevitably have some impacts on local communities and the environment. These impacts have been assessed (including, where appropriate, with respect to Hilton and are reported in the Environmental Statement where measures to mitigate likely significant adverse impacts are also reported, including the Code of Construction Practice (CoCP) (Appendix 20.2). The CoCP outlines the control measures and standards that would be applied by the |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-----------------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | Highways Agency and its main contractors throughout the construction period, including community relations, general site operations, transport and traffic, and environmental considerations. The CoCP identifies how disruption to communities would be mitigated, including requirements for suitable control of construction noise and dust. These would be subject to engagement with the relevant local authority or statutory environmental body. This approach to managing the impacts of construction would be applied in connection with Hilton where necessary to avoid or reduce any likely significant effects. |
| Construction Impacts | The Environment Agency raised issue with the re-use and retention of material in accordance with CL:AIRE Code of Practice. | ✓ | | | | | The soil management strategy (SMS), included in Appendix 12.2 of the <i>Environmental Statement (doc 6.1)</i> , outlines the approach to the management of topsoil resources expected of contractors. Chapter 9 of the CoCP sets out the measures proposed to assess and control impacts on geology and soils, including risks from encountering contaminated dust, soils and groundwater. The main contractors would undertake an assessment of soils to be re-used to identify any potential risks posed to the water environment from reused soils. Any material used for the scheme (or re-instating borrow pits) would be proven 'suitable for use' by adoption of acceptance criteria and would be deposited under either environmental permitting regulations or the Definition of Waste. |
| | Brampton Parish Council raised concern about the amount of local gravel and sand that will be extracted. | ✓ | | | | | A number of borrow pits would be excavated across the scheme which would supply material for the construction of the road. The location of the borrow pits minimises haulage distances and helps minimise environmental impact, costs and local disruption. Further detail on the proposed borrow pits is |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | reported within Appendix 3.3 of the <i>Environmental Statement</i> , which provides background to the restoration design of the borrow pits. |
| | Comments and queries relating to working hours during construction. | | | ✓ | ✓ | | Core working hours would be from 08:00 to 18:00 on weekdays (excluding bank holidays) and from 08:00 to 16:00 on Saturdays. The construction workforce would adhere to these core working hours for each site as far as is reasonably practicable. |
| | Queries regarding the timescales of the proposed scheme. | | | ✓ | | | It is anticipated that the statutory DCO process will be complete mid-2016, allowing a construction start on site in late 2016 with the road open to traffic by 2020. |
| | Concerns regarding proximity to the construction site and the associated impacts on the environment, local villages and traffic. | | | ✓ | ✓ | | Construction works associated with a road scheme of this scale would inevitably have some impacts on local communities and the environment. These impacts have been assessed and are reported in the <i>Environmental Statement (doc 6.1)</i> Mitigation measures to reduce these impacts are also reported in the <i>Environmental Statement (doc 6.1)</i> This includes the <i>Code of Construction Practice (CoCP)</i> (Appendix 20.2). The CoCP outlines the standards that would be applied to the construction works including general site operations, traffic and environmental considerations. |
| | Comments regarding the unavoidable short-term construction impacts, including support that the overall result will be beneficial, and that the long-term benefits outweigh the short-term inconveniences. | | | ✓ | ✓ | | |
| | Concerns about construction vehicles and HGVs using the local road network. | | | ✓ | ✓ | | Chapter 15 of the <i>Code of Construction Practice (CoCP)</i> sets out the general provisions for traffic, transport and all travellers during construction. Where appropriate, the construction team would provide haul routes through the works for use by construction vehicles to reduce the need to use public roads. The construction team would consult with the local authorities regarding access routes that would be used to access the construction sites. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response | |
|---------------|---|------------------|-----------|-----------|-----|--------|---|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | | |
| | | | | | | | The contractors appointed to build the scheme would be required to submit plans for the construction work, which would include details of their proposals for traffic management and the routing of construction vehicles, and would be reviewed by the Highways Agency | |
| | Concerns about phasing and management of the construction works, including comments regarding specific elements of the proposed scheme. | | | | ✓ | | The contractors appointed to build the scheme would be required to submit plans for the construction work, in accordance with the <i>Code of Construction Practice</i> , prior to the commencement of any works. These plans would include details of their proposals for traffic management, including timing and phasing, and the routing of construction vehicles and would be reviewed and approved by the Highways Agency. The traffic management plan would seek to minimise disruption and ensure the workforce and road users are safe. Haul routes would be used constructed where possible to minimise construction traffic mixing with local traffic. Road closures would be minimised as far as practical with invasive works taking place during off peak hours. | |
| | Concerns about road closures during construction. | | | | ✓ | | | |
| | Concerns about the disruption caused by road works. | | | | ✓ | | | |
| | Concerns about the length of the construction period. | | | | ✓ | ✓ | | It is anticipated that the statutory DCO process will be complete during mid-2016, allowing a construction start on site in late 2016 with the road open to traffic by 2020, |
| | The proposals minimise potential construction impacts to a low level. | | | | ✓ | | | Comment is duly noted. |
| | The University of Cambridge noted support for the Code of Construction Practice (CoCP) and suggested that site-specific measures should also be incorporated to deal with the management of impacts associated with specific phases | | | | | ✓ | | The Code of Construction Practice would include an outline Construction Environmental Management Plan which would subsequently be developed in more detail when contractors are appointed to detail the specific requirements in respect of works under their management. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | of the scheme. | | | | | | |
| | Concerned about the proposed contractor compound north of Hilton. | | | | | ✓ | Construction works associated with a scheme of this scale would inevitably have some impact on local communities and the environment. These impacts have been assessed and are reported in the <i>Environmental Statement (doc 6.1)</i> This includes the <i>Code of Construction Practice (CoCP)</i> (Environmental Appendices 6.4) The CoCP outlines the standard of work that would be applied by the Highways Agency to the construction workforce including general site operations, traffic and environmental considerations and which would apply to construction work undertaken in or near the village of Hilton. The construction compounds have been located based on a number of criteria. The construction impacts of these compounds have been assessed including any impact on Hilton and are reported throughout the <i>Environmental Statement (doc 6.1)</i> |
| Cost | Concerned about the costs of continual delays of the scheme. | | | | ✓ | | It is anticipated that the statutory DCO process will be complete towards mid-2016, allowing a construction start on site in 2016 with the road open to traffic by 2020. |
| | Concerns about the expense of longer journeys during construction. | | | | ✓ | | Delays would be minimised as far as practical with lane closures restricted to off peak hours. The contractors appointed to build the scheme would be required to submit plans for the construction work, in accordance with the <i>Code of Construction Practice</i> , prior to the commencement of any works. These plans would include details of their proposals for the timing and phasing of traffic management and the routing of construction vehicles and would be reviewed and approved by the Highways Agency to avoid longer journeys where |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|--------------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | possible. |
| | Cambridgeshire County Council requested detailed discussions regarding environmental impacts of construction. | | ✓ | | | | The Highways Agency would continue to hold ongoing discussions with stakeholders including Cambridgeshire County Council. Construction works associated with a road scheme of this scale would inevitably have some impacts on local communities and the environment. These impacts have been assessed and are reported in the <i>Environmental Statement (doc 6.1)</i> Mitigation measures to reduce these impacts are also reported in the <i>Environmental Statement (doc 6.1)</i> This includes the <i>Code of Construction Practice (CoCP)</i> (Appendix 20.2) The CoCP outlines the standards that would be applied to the construction work including general site operations, traffic and environmental considerations. |
| Environment | Concerns about noise and vibration, including impacts on local villages. Specific comments regarding noise mitigation measures. | | | ✓ | ✓ | ✓ | A detailed assessment of noise and vibration has been undertaken as part of the environmental impact assessment (EIA) for construction and operation of the scheme and is reported in Chapter 14 of the <i>Environmental Statement (doc 6.1)</i> There is the potential for noise impacts during construction. Extensive mitigation measures have been designed into the scheme to reduce noise impacts during operation, including the alignment and cuttings, low noise road surfacing and landscaped earthworks to mitigate visual impact and reduce noise. Noise barriers, would be installed as required to reduce or remove significant noise effects at various locations where sustainable to do so in accordance with Government noise policy. Provision of barriers has taken account of benefit compared to cost, engineering practicability, |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | other environmental impacts caused by the barriers and stakeholder consultation. In addition, significantly affected properties may qualify for noise insulation works, which would reduce noise impacts. During construction, this would include adherence to the Code of Construction Practice, (CoCP) - see Appendix 20.2 of the <i>Environmental Statement (doc 6.1)</i> Chapter 13 of the Code of Construction Practice outlines the noise and vibration mitigation measures that would be adhered to as part of the scheme. This would include noise and vibration control at source (such as quiet or low vibration equipment), acoustic enclosures and screening of equipment. The noise and vibration effects of the scheme during construction have been considered in the <i>Environmental Statement (doc 6.1)</i> |
| | Issues with air quality, air pollution and dust and dirt during construction. | | | ✓ | ✓ | ✓ | Chapter 6 of the <i>Code of Construction Practice (CoCP)</i> outlines the proposed management of air quality during construction. Impacts on air quality are assessed as part of the environmental impact assessment and are reported, along with proposals for mitigation, in Chapter 8 of the <i>Environmental Statement (doc 6.1)</i> In summary, the assessment concludes no significant effects occur as a result of the scheme. As required by the CoCP, the contractors would implement inspection and monitoring procedures to assess the effectiveness of measures to prevent dust and air pollutant emissions. |
| | Construction will result in light pollution. | | | ✓ | ✓ | | The <i>Code of Construction Practice (CoCP)</i> , appended to the <i>Environmental Statement (Appendix 20.2)</i> , outlines the control measures and standards that would be applied by the Highways Agency and its main contractors throughout the |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | construction period, including community relations, general site operations, transport and traffic, and environmental considerations. The CoCP identifies appropriate precautions to prevent unnecessary disturbance to ecological receptors, residents, railway operators and passing motorists from lighting, including appropriate positioning and direction of lighting, and use of motion sensors. At construction sites where potentially significant light impacts are identified, the main contractors would develop and implement lighting controls as part of their Environmental Management System. Further detail of lighting during the construction period is provided in Chapter 5 of the CoCP. |
| | Construction will result in visual impacts. | | | ✓ | ✓ | | A landscape and visual impact assessment has been undertaken and is reported in Chapter 10 of the <i>Environmental Statement (doc 6.1)</i> . The assessment includes likely significant effects of both operation and construction, including effects associated with the borrow pits. The <i>Code of Construction Practice (CoCP)</i> , appended to the <i>Environmental Statement (Appendix 20.2)</i> , outlines the control measures and standards that would be applied by the Highways Agency and its main contractors throughout the construction period, including community relations, general site operations, transport and traffic, and environmental considerations. The CoCP identifies appropriate control measures that would be put in place to protect landscape and visual amenity in rural and urban areas from construction activities, including provision of temporary protective fencing and, protection of existing and new vegetation areas. Further detail of landscape mitigation during the construction period is provided in Chapter 10 of the CoCP. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Construction will impact on flooding caused by the blocking of field drains and ditches. | | | ✓ | | | The contractors would consult with the Environment Agency (and any other relevant statutory authorities) regarding the measures to be implemented to contain and manage surface water runoff from the construction site to prevent deterioration of the water environment and other potential adverse impacts including changes to flow volume, water levels and water quality. Appropriate measures, such as keeping watercourses clear of obstructions and debris to reduce blockage risk would be implemented by the contractors. Further detail on road drainage, the water environment and flood risk during the construction period is provided in Chapter 14 of the <i>Code of Construction Practice (CoCP)</i> . |
| | General queries regarding how construction impacts will be mitigated. Cambridgeshire County Council requested discussions with the Highways Agency about the mitigation of the environmental impact during construction. | | ✓ | ✓ | ✓ | | Construction works associated with a road scheme of this scale would inevitably have some impacts on local communities and the environment. These impacts have been assessed and are reported in the <i>Environmental Statement</i> along with mitigation including the <i>Code of Construction Practice (CoCP)</i> (Appendix 20.2). The CoCP identifies how disruption to communities would be mitigated, including requirements for suitable control of construction noise and dust. Ongoing discussions are being held with Cambridgeshire County Council regarding construction matters. |
| | Comments regarding the impact on the countryside and landscapes, including concerns about the loss of agricultural land, trees and hedgerows. | | | ✓ | ✓ | | The <i>Code of Construction Practice CoCP</i> identifies appropriate control measures that would be put in place to mitigate potential impacts on agricultural resources and protect landscape and visual amenity in rural and urban areas from construction activities, including provision of temporary protective fencing, protection of existing and new vegetation |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | areas, and appropriate handling and storing of soil. Further detail of landscape mitigation during the construction period is provided in Chapter 10 of the CoCP. |
| | Specific concerns relating to the construction impacts on the Ouse Valley. | | | | ✓ | | A landscape and visual impact assessment has been undertaken and is reported in Chapter 10 of the <i>Environmental Statement (doc 6.1)</i> . The assessment includes likely significant effects of both construction and operation. The high sensitivity and value of the Ouse Valley is acknowledged and impacts on this landscape have been assessed. The construction of the scheme would be likely to result in large adverse effect on the area identified as the North-Flowing Ouse Valley Floodplain, while the East-Flowing Ouse Valley Floodplain is not considered to be directly impacted by construction. A range of mitigation measures has been built into the scheme design to lessen the landscape and visual impacts. |
| | Concerns about the wildlife impact. | | | | ✓ | | Chapter 12 of the <i>Code of Construction Practice (CoCP)</i> outlines the proposed management of nature conservation during the construction of the scheme. Species or habitat management plans would be prepared and contractors would seek to reduce habitat loss within the land provided for the scheme by keeping the working area to the minimum necessary for construction of the scheme. Where appropriate (and in line with the commitments in Chapter 11 of the <i>Environmental Statement</i>), the contractors would mitigate the loss of ecologically important habitats through habitat creation. |
| | The construction process will have adverse health impacts on local residents, including decreased quality of life, mental | | | | ✓ | | The impacts on human health which would arise from the scheme, including its construction, are assessed and are reported in Appendix 18.1 of the <i>Environmental Statement</i> |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|------------------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | health and breathing difficulties. | | | | | | (doc 6.1). This assessment indicates that the scheme would have beneficial effects on health, with improvements expected in various areas of relevance to health. With the implementation of mitigation measures, the assessment has not identified any significant adverse health effects likely to arise from the scheme. |
| | Concerns regarding water pollution and contamination of nearby watercourses. | | | | ✓ | | Measures would be implemented during construction for any works within or close to water bodies, other watercourses, lakes, reservoirs, or groundwater. The contractors would consult with the Environment Agency (and any other relevant statutory authorities) regarding the measures to be implemented to contain and manage surface water runoff from the construction site to prevent deterioration of the water environment and other potential adverse impacts including changes to flow volume, water levels and water quality. Appropriate measures, such as keeping watercourses clear of obstructions and debris to reduce blockage risk would be implemented by the contractors. Further detail on road drainage, the water environment and flood risk during the construction period is provided in Chapter 14 of the <i>Code of Construction Practice (CoCP)</i> , which forms part of the <i>Environmental Statement (Appendix 20.2)</i> . |
| Further information required | Local residents should be notified in writing about works, especially night time works. | | | ✓ | | | Chapter 4 of the <i>Code of Construction Practice (COCP)</i> sets out the approach for community relations and communication, this includes notification to local residents. Chapter 13 of the COCP sets out the general provision for the mitigation of noise during the construction period. |
| | Information regarding the construction impacts is unclear, particularly the | | | | ✓ | | Optimal phasing for construction will be developed. For the purpose of assessing the likely significant effects of |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-----------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | <p>phasing of construction, the impact on village traffic, the impact of the construction site and gravel extraction.</p> <p>The University of Cambridge requested further information relating to construction in order to establish the inter-relationship of the proposed scheme with those of the University of Cambridge's scheme. The University of Cambridge noted that no information is provided on construction phasing, likely timescales, traffic impacts and works at specific scheme elements.</p> | | | | | | <p>construction, the <i>Environmental Statement</i> has assumed a worst case scenario in terms of the phasing of construction (which may be different depending on the environmental topic), and as a result the likely environmental effects of the construction programme, once finalised, will be no worse than those reported in the <i>Environmental Statement (doc 6.1)</i>.</p> |
| Future growth | <p>Queries regarding the potential cumulative impacts of construction in regard to the construction of other development proposals.</p> | | | | ✓ | | <p>Key stakeholders would be consulted with throughout the design and construction stages. This would include nearby activities and developments, with traffic and impacts assessed with other developments included. Chapter 18 of the <i>Environmental Statement</i> report on the cumulative effects and impact interactions, taking into consideration the impacts of the scheme in combination with other reasonable foreseeable developments in the area.</p> |
| General design | <p>Concerns about the construction impacts of the road widening elements.</p> | | | | ✓ | | <p>(Con2) The contractors appointed to build the scheme would be required to submit plans for the construction work, in accordance with the <i>Code of Construction Practice</i>, prior to the commencement of any works. These plans would include details of their proposals for traffic management and the routing of construction vehicles and would be reviewed and approved by the Highways Agency. In general, construction phasing and temporary traffic management proposals would be prepared on the basis of</p> |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | keeping the same number of lanes in use as existing during the peak periods of traffic flow. Lane closures would be employed during off-peak times for the facilitation of changes to traffic management, surfacing tie-ins and gantry or bridge construction. |
| | Concern over traffic diverting to local roads, including the A428 and the A1198. | | | | ✓ | | In the case of temporary or permanent diversions, the width and standard of construction and any lighting and signage required would be suitable for the traffic anticipated to use the route. Chapter 15 of the Code of Construction Practice (CoCP) sets out the general provisions for traffic, transport and all travellers. The contractor would maintain the temporary or substitute road or access adequately for the traffic using the route. The CoCP is reported in the appendices to the <i>Environmental Statement</i> (Appendix 20.2). Construction traffic impacts have been identified and assessed with traffic management measures outlined in Appendix 3.2 of the <i>Environmental Statement</i> (doc 6.1). |
| | There will be construction impacts on drainage in the West Brook, Hall Green Brook and Washpit Brook. | | | | ✓ | | The contractors which the Highways Agency would employ best practice construction methods to avoid impacting existing water courses. The contractors would consult with the Environment Agency (and any other relevant statutory authorities) regarding the measures to be implemented to contain and manage surface water run-off into watercourses such as West Brook, Hall Green Brook and Washpit Brook from the construction site to prevent deterioration of the water environment and other potential adverse impacts including changes to flow volume, water levels and water quality. Further detail on road drainage, the water environment and flood risk during the construction period is provided in Chapter 14 of the CoCP, which forms part of the <i>Environmental</i> |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|----------------------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | Statement (Appendix 20.2). |
| Non-motorised users (NMU) | Concerned about the closures of footpaths before replacements are available. | | | ✓ | | | Footpath closures during construction would be limited, with temporary diversion routes provided where required. The contractors appointed to build the scheme would be required to submit plans for the construction work including provision for the diversion of footpaths, in accordance with the <i>Code of Construction Practice</i> , and any footpath and bridleway diversion would have to be approved by the Cambridgeshire County Council as the local highway authority. |
| | Safety issues for pedestrians, schoolchildren and cyclists travelling in the area. | | | | ✓ | | The contractors appointed to build the scheme would be required to submit plans for the construction work, in accordance with the <i>Code of Construction Practice</i> , prior to the commencement of any works. These plans would include details of their proposals for traffic management, including measures to reduce impacts on non-motorised users and would be reviewed and approved by the Highways Agency. These plans would aim to minimise disruption and ensure the workforce, the public, and non-motorised users are safe. |
| | There will be impacts on people using bridleways. | | | | ✓ | | |
| | Comments about the impact of the construction vehicles and the construction site on NMU. | | | | ✓ | | Pedestrian and cycle access would be maintained throughout construction, with temporary diversions provided where required. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-------------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | The University of Cambridge requested assurance that traffic generated during construction would not have a detrimental impact on users of local roads and local and pedestrian cycle routes accessing their developments at North West Cambridge and West Cambridge. | | | | | ✓ | NMU path closures would be limited, with existing routes maintained where possible and temporary diversion routes provided where required. The contractors appointed to build the scheme would be required to submit plans for the construction work, in accordance with the <i>Code of Construction Practice</i> which would aim to minimise disruption and ensure the workforce and public are safe. |
| | Swavesey Bridleways commented that construction impacts are unlikely to make the current situation any worse for NMU. | | | | | ✓ | Some disruption is likely due to the size and complexity of the scheme; however NMU infrastructure once complete would be significant. Construction impacts would be minimised as contractors would be required to submit traffic management plans, including consideration of NMU, in accordance with the <i>Code of Construction Practice</i> . |
| Property and land | Anglian Water commented that mitigation may be required where the proposed route crosses water or sewerage assets and/or where such assets require relocation. | ✓ | | | | | Utility service providers have been and would continue to be consulted throughout the design and construction periods. Diversions/protection works would be assessed prior to construction. |
| | Issues with property devaluation and impacts on the housing market. | | | | | ✓ | The <i>Compulsory purchase and compensation booklet 4: compensation to residential owners and occupiers (2010)</i> provides guidance on making a claim and the rights for compensation. Compensation would be provided in accordance with the standard legal procedures. |
| Safety | Concerned about increased road traffic accidents. | | | | ✓ | | Chapter 15 of the <i>Code of Construction Practice (CoCP)</i> sets out the general provisions for traffic, transport and all travellers during construction. Where appropriate, the construction team would provide haul routes through the works for use by construction vehicles to reduce the need to use public roads. |
| | Safety concerns over the increased volume of traffic on the local road network and passing through villages. | | | | ✓ | | |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Queries regarding the safety of the A14 while construction work is being carried out. | | | | ✓ | | Contractors would submit plans for the construction work, in accordance with the <i>Code of Construction Practice</i> . This would include a traffic management plan with the intention to minimise disruption and ensure the workforce and local community are safe. These plans would be reviewed and approved by the Highways Agency prior to commencement of works. |
| | Comments regarding the security of the environment. | | | | ✓ | | The <i>Code of Construction Practice</i> (CoCP) outlines the standards of work that would be applied by the Highways Agency to the construction including general site operations, traffic and environmental considerations. |
| Scheme scope | Concerns about disruption to local transport, in particular to the East Coast Mainline railway. | | | | ✓ | | Network Rail is and would continue to be consulted with to ensure disruption to the East Coast Mainline network is minimised. Works close to the East Coast Mainline railway would be limited to rail engineering and off-peak hours. |
| Traffic | Offord Cluny and Offord D'arcy Parish Council raised issues about disruption to local traffic resulting from routes running through Buckden and Godmanchester. | ✓ | | | | | Chapter 15 of the <i>Code of Construction Practice</i> (CoCP) sets out the general provisions for traffic, transport and all travellers during construction. Where appropriate, the construction team would provide haul routes through the works for use by construction vehicles to reduce the need to use public roads. The construction team would consult with the local authorities regarding access routes that would be used to access the construction sites. The contractors appointed to build the scheme would be required to submit plans for the construction work, in accordance with the <i>Code of Construction Practice</i> , prior to the commencement of any works. These plans would include details of their proposals for traffic management. |
| | Associated British Ports noted that the proposed scheme should not disrupt existing traffic flows. | ✓ | | | | | |
| | Associated British Ports suggested that there should be traffic management in | ✓ | | | | | |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | sections of the scheme that address widening or improvements to existing carriageways. | | | | | | accordance with the <i>Code of Construction Practice</i> , prior to the commencement of the works. These plans would include details of their proposals for traffic management and the routing of construction vehicles and would be reviewed and approved by the Highways Agency. |
| | Associated British Ports and Histon and Impington Parish Council are supportive of traffic management measures during peak hours. | ✓ | | | | | Chapter 15 of the Code of Construction Practice (CoCP) sets out the general provisions for traffic, transport and all travellers during construction. Where appropriate, the construction team would provide haul routes through the works for use by construction vehicles to reduce the need to use public roads during peak hours. The construction team would consult with the local authorities regarding access routes that may be used to access the construction sites. The contractors appointed to build the scheme would be required to submit plans for the construction work, in accordance with the Code of Construction Practice, prior to the commencement of any works. These plans would include details of their proposals for traffic management |
| | Suffolk County Council commented that the proposed scheme will remove a notorious bottleneck on the trunk road network. | | ✓ | | | | |
| | Comments about traffic flow, congestion, heavy traffic movements, traffic disruption, rat runs through local roads and villages, delays and increased journey times for commuters. | | | ✓ | ✓ | | The contractors appointed to build the scheme would be required to submit plans for the construction work, in accordance with the <i>Code of Construction Practice</i> , prior to the commencement of the works. These plans would include details of their proposals for traffic management and the routing of construction vehicles and would be reviewed and approved by the Highways Agency. Where appropriate, the construction team would provide haul routes through the works for use by construction vehicles to reduce the need to use public roads. Certain sections of the local road network would have |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | restrictions imposed for certain types of construction traffic, however this would be carefully managed to avoid disruption and creating 'rat runs'. |
| | Supportive comments regarding the use of traffic management measures during the construction period. | | | ✓ | ✓ | | Support for the scheme is duly noted. |
| | Concerned about adverse traffic impacts on the local road network, in particular the A428. | | | | ✓ | | The contractors appointed to build the scheme would be required to submit plans for the construction work, in accordance with the <i>Code of Construction Practice</i> , prior to the commencement of any works. These plans would include details of their proposals for traffic management and the routing of construction vehicles and would be reviewed and approved by the Highways Agency. A minimum of two lanes in either direction would be maintained where possible across the existing A14. Invasive construction works would take place during off-peak hours. This would mitigate the need for diversions. Diversion routes would be pre-assessed and agreed upon prior to construction. |
| | Consideration should be given to the alternative routes satellite navigation systems provide. | | | | ✓ | | Comment is duly noted. The Highways Agency is unaware if satellite navigation systems would be able to track temporary closures. Appropriate advanced warning signs would be erected prior to and during any temporary closures or diversion. |

6.7 Summary of changes made to proposals

6.7.1 *Table 6.6* below provides a summary of the key design changes made in response to environmental and construction issues. Appendix E provides a more detailed account of comments and identifies where these comments relate to a change to the scheme.

Table 6.6: Proposed changes following consultation

| Consultation feedback | Change to the proposal since the formal consultation | Location of design change ⁶ |
|--|---|--|
| <p>A range of environmental issues must be properly considered through the detailed environmental impact assessment. EIA will be a box-ticking exercise</p> | <p>There have been numerous changes made to the scheme design as a result of statutory consultation, non-statutory engagement activity and a detailed environmental impact assessment. The changes made vary in scale and type</p> <p>For example, changes have been made to proposals for</p> <ul style="list-style-type: none"> • Flood compensation areas • Landscape planting • Ecological mitigation • Rights of way and access have been modified. <p>Changes to the proposals since the formal consultation are covered in location specific chapters in this Consultation Report.</p> | <p>All sheets</p> |

⁶ These locations can be identified on the sheets referenced and provided in the *General Arrangement Plans (document reference 2.2)*, within *Volume 2 Plans/Drawings/Sections* of the DCO application.

7 Widening of the A1 between Brampton Hut and Alconbury

7.1 Overview

7.1.1 This element of the scheme relates to the widening of the A1 from the existing two lane dual carriageway to a three lane dual carriageway between Brampton Hut and Alconbury. Chapter 2 of this document provides a more detailed description.

7.1.2 This chapter relates to question 3a and 3b of the questionnaire (a copy of the questionnaire is provided in Appendix B), as quoted below:

3 Widening of the A1 between Brampton Hut and Alconbury

3a Do you agree with the proposals for this area? (Please tick)

Yes No Unsure

3b Please explain your reasons for your responses and anything else we should take into account.

7.1.3 This chapter provides an overview of the questionnaire comments received. It also includes comments received by letter and email (non-questionnaire responses), which refer specifically to the proposals for the widening of the A1 between Brampton Hut to Alconbury. It relates only to consultation feedback received in response to the statutory consultation processes from 7 April to 15 June 2014.

7.2 Consultation responses received

7.2.1 Of the total of 1,152 questionnaires received, 909 consultees responded to question 3a of the questionnaire. A total of 357 consultees provided written responses that relate to the widening of the A1 (question 3b), making a total of 383 comments. Written responses were received as follows:

- 341 questionnaire responses to question 3b;
- 12 letters that relate to the proposed widening of the A1 between Brampton Hut to Alconbury; and
- 4 emails that relate to the proposed widening of the A1 between Brampton Hut to Alconbury.

7.2.2 *Table 7.1* provides a breakdown of the consultees that responded. This number of consultees listed under s47 include consultees that responded to the section 48 publication as this was undertaken within the same time period (7 April to 15 June 2014).

Table 7.1: Number of respondents to the A1 widening proposals by consultee strand (question 3a, question 3b, letters and emails)

| Responses to question 3a | | Written responses relevant to question 3b | |
|---------------------------------------|---|---|---|
| Total number of respondents | Respondent | Total number of respondents | Respondent |
| Consultee strand | | | |
| s42(1)(a) Prescribed consultee | | | |
| 5 | <ul style="list-style-type: none"> Offord Cluny and Offord D'arcy Parish Council Lolworth Parish Council Old West Internal Drainage Board Anglian Water Associated British Ports | 2 | <ul style="list-style-type: none"> Anglian Water Alconbury Parish Council |
| s42(1)(b) Local authority | | | |
| 0 | n/a | 3 | <ul style="list-style-type: none"> Cambridgeshire County Council (Hosing – “C”) Huntingdonshire District Council (Hosing – “B”) Suffolk County Council (Neighbouring – “D”) |
| s42(1)(d) Land interests | | | |
| 53 | 11 land interest organisations <ul style="list-style-type: none"> Cambridge Regional College Church Commissioners for England George Lenton Trust Gallagher Estates Domino UK Ltd The Ramblers Cambridge Group IAC Wright Ebeni Ltd Wood Green, The Animals Charity Savills Conington Pub Co Ltd 42 individual land interest | 27 | Eight land interest organisations: <ul style="list-style-type: none"> Church Commissioners for England Domino UK Limited GB Sewell and Partners Gallagher Estates High Harthay Farm On behalf of the George Lenton Trust The Ramblers, Cambridge Group Wood Green, The Animals Charity 19 land interest individuals |
| s47 Local community | | | |
| 842 | 842 local community respondents | 324 | 324 local community respondents |
| s47 Key stakeholders | | | |

| Responses to question 3a | | Written responses relevant to question 3b | |
|-----------------------------|--|---|--|
| Total number of respondents | Respondent | Total number of respondents | Respondent |
| 9 | <ul style="list-style-type: none"> University of Cambridge Abbots Ripton Parish Council Gt Paxton Parish Council Swavesey Bridleways Essex Chambers of Commerce Stansted Airport Ltd Great Yarmouth Borough Council Hilton Parish Council A14 Action Group Brampton A14 Campaign Group | 1 | <ul style="list-style-type: none"> Babergh District Council |

7.3 Level of agreement with the proposals

7.3.1 Of the 1,152 questionnaires received, 910 questionnaire respondents answered question 3a. *Figure 7.1* demonstrates that of the 910 respondents, 64% agreed with the A1 widening improvements, 17% did not agree and 19% were unsure.

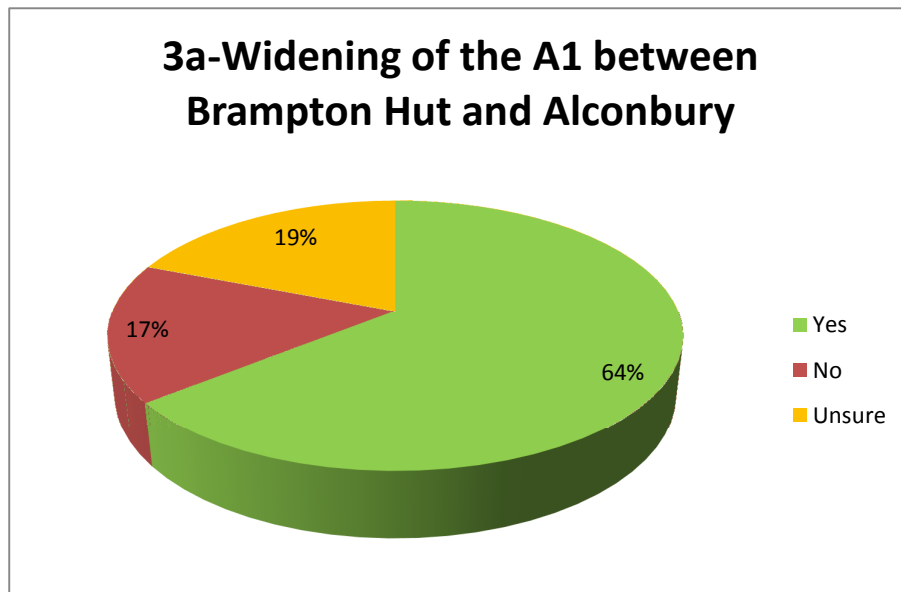


Figure 7.1: Questionnaire responses (910): 'Q3a Do you agree with the proposals for the widening of the A1 between Brampton Hut and Alconbury?'

7.3.2 *Table 7.2* categorises the count of questionnaire responses to question 3a by consultee strand. The majority of consultees across all strands agreed with the proposed A1 widening improvements.

Table 7.2: Agreement with A1 widening proposals - consultation strand breakdown (Q.3a)

| Consultation strand (Count) | No | Unsure | Yes | Total |
|---------------------------------|------------|------------|------------|------------|
| s42(1)(a) Prescribed consultees | 0 | 2 | 3 | 5 |
| s42(1)(b) Local authorities | 0 | 0 | 0 | 0 |
| s42(1)(d) Land interests | 9 | 21 | 23 | 53 |
| s47 Local community | 139 | 151 | 552 | 842 |
| Key stakeholders (s47) | 3 | 0 | 7 | 10 |
| Total | 151 | 174 | 585 | 910 |

7.4 Analysis of written responses

7.4.1 *Figure 7.2* illustrates the number of consultees that commented against each topic when responding to question 3b or by providing written correspondence.

7.4.2 The most frequently raised topics among local community respondents were traffic, scheme scope and general design. Among the consultees with a land interest (s42(1)(d)), the most frequently raised topics were in regard to environment and traffic. Local authorities (s42(1)(b)) and prescribed consultees (s42(1)(a)) made comments related to the environment.

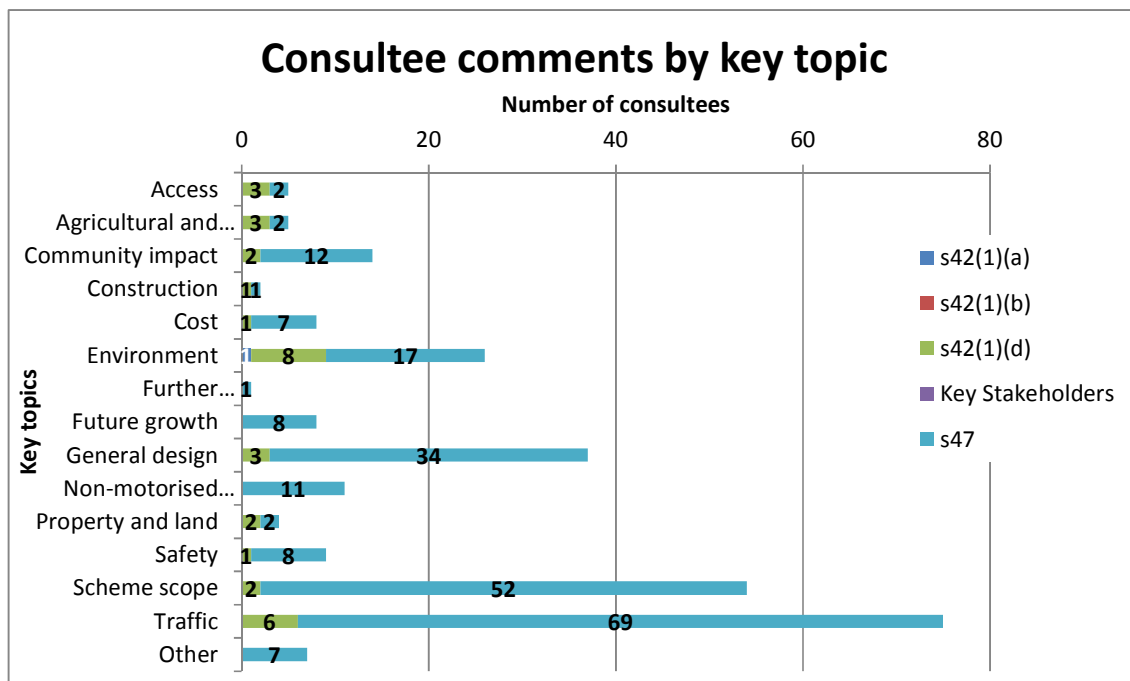


Figure 7.2: Topics raised by consultees

7.4.3 *Figure 7.3* shows the number of comments received regarding each topic and is further categorised by those that answered ‘yes’, ‘no’ or ‘unsure’ to question 3a (Do you agree with the proposals for widening the A1?). It shows that of those that disagree with this element of the scheme, the most frequently cited reasons relate to the traffic. Whilst, of those that agree with this element of the scheme the most frequently cited reasons relate also relate to traffic and general design.

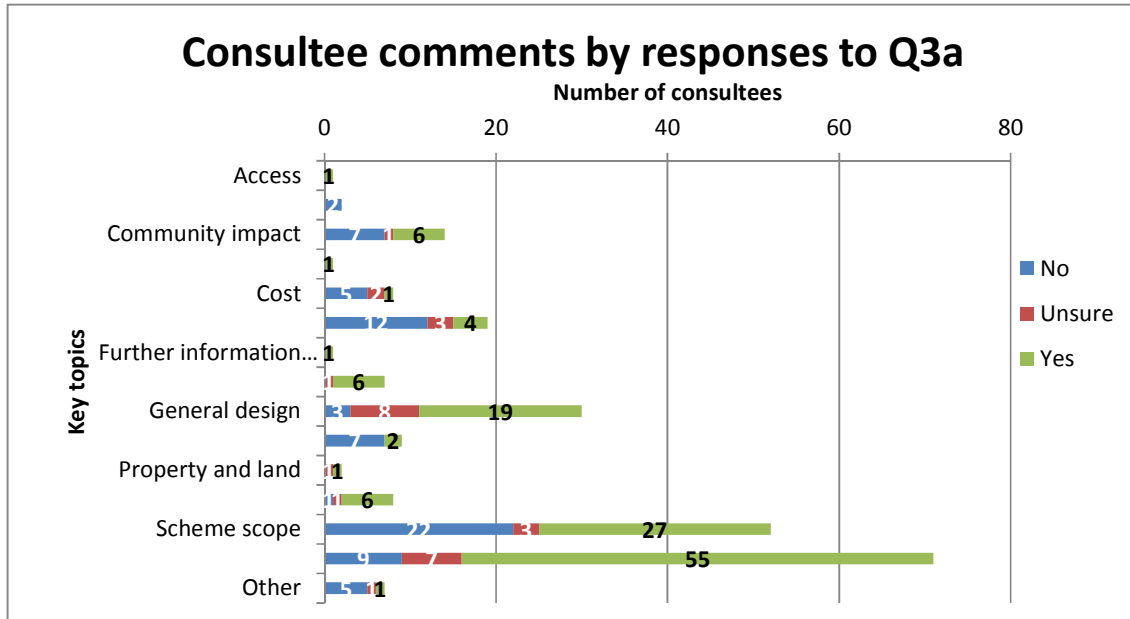


Figure 7.3: Agreement with proposals in relation to topics raised

7.4.4 In regard to traffic, most frequently raised issues related to traffic flow and congestion. More specifically, consultees queried whether the scheme would result in an increase in traffic on the A1 and raised concerns over whether the A1 would sufficiently accommodate future forecasted traffic flow. Regarding scheme scope, suggestions were made that the existing A14 should be improved, which would negate the need for the widening of the A1.

7.4.5 Issues of general design include requests that the proposed widening is to four lanes and to motorway standards. Concerns were also raised regarding drainage, including whether the scheme would adequately address drainage flows and if the existing drainage system would be adequately reinstated. Comments were also raised regarding junction design, including the adequacy of the A14 junction with the A1 roundabout and roundabouts east of Huntingdon and Spittals.

7.4.6 *Table 7.3* below provides a summary of the comments raised regarding the proposals for the A1 widening, and the Highways Agency's response. In doing so, it demonstrates how consultation feedback has been taken into account. A full list of comments raised is provided in appendix E, *Table 7*.

Table 7.3: Summary of feedback regarding the A1 widening proposals

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|--|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | S42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Access | Concerns regarding access to Nursery Farm, High Harthay Farm shooting school, Weybridge Farm and Hazlewell Farm. Lack of access will impact on customers and future business, and use of farm machinery. | | | ✓ | | | Landowners have been consulted with to inform an assessment of the impact of the scheme on farming operations and to agree the mitigation and accommodation works. Additional mitigation and improve accesses have been added to the scheme, including at Nursery Farm, High Harthay Farm and Weybridge Farm to address these issues. |
| Agricultural/ business impact | Farming operations may be impacted by the scheme preventing the movement of agricultural machinery. | | | ✓ | | | The scheme would not extend the current limits of the motorway and agricultural vehicles would continue to be able to use the widened highway. A local access road would be provided to link Woolley Road to the improved scheme at Ellington junction. |
| | Flood compensation areas are excessive and intrusive to farming operations at Brooklands Farm. | | | ✓ | | | The size and placement of flood compensation areas have been designed to ensure that existing flooding conditions would not be adversely affected in relation to most water courses in the vicinity of the scheme (see Chapter 17 of the <i>Environmental Statement</i> for further information). Where land would be required, compensation would be provided in accordance with the standard legal procedures. Chapter 16 of the <i>Environmental Statement</i> includes an assessment of the likely significant effects on farms and proposed mitigation measures. A minor adverse effect is concluded on Brooklands Farm. |
| Community impact | The proposed scheme will have an impact on local villages and residents, including Alconbury village. | | | ✓ | ✓ | | Chapter 16 of the <i>Environmental Statement</i> reports an assessment of impacts on communities and proposed mitigation measures. The significance of effect in terms of community severance on Alconbury is concluded to be negligible. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | S42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Construction | Concern over the use of the farm road on Weybridge Farm as a construction access road for reasons of health and safety, risk to farm staff and residents, and damage to the farm infrastructure. | | | ✓ | | | <p>The contractor appointed by the Highways Agency would employ best practice construction safety practices to ensure that the construction process does not put safety of the public at risk. The contractor would be required to submit plans for the construction work, in accordance with the <i>Code of Construction Practice</i>, prior to the commencement of any works. These plans would include details of their proposals for traffic management and the routing of construction vehicles, and would be reviewed by the Highways Agency.</p> <p>The condition of the land would be restored to pre-construction condition or any detriment would be taken into account in the settlement of compensation claims.</p> <p>Chapter 16 of the <i>Environmental Statement</i> includes an assessment of the likely significant effects on farms and proposed mitigation measures. A minor adverse effect is concluded on Weybridge Farm.</p> |
| Cost | Concern over expense of the project and that the scheme is not good value for money. | | | ✓ | ✓ | | <p>The cost of the scheme is proportionate to its size, in line with industry standards, and a cost benefit analysis has concluded that it would provide high value for money. Chapter 5 of the <i>Case for the Scheme (doc 6.1)</i> sets out the economic case for the scheme.</p> |
| Environment | <p>Alconbury Parish Council raised concern over the increase in traffic noise that would impact on Alconbury as a result of the scheme.</p> <p>Request that noise reduction fencing, increased planting and "run-quiet" road surfacing is provided.</p> | ✓ | | | | | <p>A noise and vibration impact assessment has been undertaken and the likely significant effects are reported in Chapter 14 of the <i>Environmental Statement (doc 6.1)</i>. Mitigation measures have been designed into the scheme to reduce noise impacts during operation, including the road alignment and cuttings, low noise road surfacing and landscaped earthworks to mitigate visual impact and reduce noise.</p> |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-------------------------------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | S42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Concern over noise impacts and mitigation measures, in regard to Alconbury and the rural areas surrounding Huntingdon. | | | | ✓ | | Figure 14.7 in the <i>Environmental Statement</i> identifies additional mitigation for the north of Alconbury in the form of new noise barriers to replace and improve existing reflective barriers and earth bunds. |
| | Concern over exposure to increased noise pollution from the scheme, including request for noise mitigation at Brooklands Farm and Brooklands House. | | | ✓ | | | Chapter 14 of the <i>Environmental Statement</i> sets out the likely significant noise effects and has not identified any residual likely significant adverse noise effects at Brooklands Farm or Brooklands House. Mitigation measures are therefore not deemed necessary for this location |
| | Queries regarding flood compensation areas, what they would consist of and the relation to known flooding areas. | | | ✓ | | | The size and placement of flood compensation areas have been designed to ensure that existing flooding conditions would not be adversely affected in relation to most water courses in the vicinity of the scheme (see Chapter 17 of the <i>Environmental Statement</i> for further information). They are designed to fill with floodwater to ensure that displaced floodwaters do not affect or exacerbate existing flood risk. The areas would be excavated to a level to meet that of the volume lost. |
| | Concern with the air pollution impacts of the proposals. | | | | ✓ | | Chapter 8 of the <i>Environmental Statement</i> concludes that no residual significant air quality effects are predicted as a result of the proposed scheme. |
| Further information required | The A1 improvements were not part of the previous scheme. Therefore a full consultation on these proposals is required with local communities. | | | | ✓ | | The scheme, including the A1 widening, formed part of the formal public consultation exercise held in April to June 2014. |
| Future growth | The scheme should take into consideration the increased traffic levels from the Alconbury Weald and other | | | | ✓ | | Chapter 7 of the <i>Transport Assessment (doc 7.2)</i> demonstrates that the scheme has adequate capacity to accommodate predicted traffic levels up until the year 2035. The Alconbury Weald development and all known “certain” or “likely to |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-----------------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | S42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | surrounding developments. | | | | | | happen” developments have been included in the traffic forecasts. |
| General design | Request that the scheme addresses drainage flows and reinstates the existing drainage systems. | | | ✓ | | | Drainage works would be undertaken as part of the scheme and all water run-off from the scheme would be controlled and drained. The drainage from the scheme would be managed and would not affect the current drainage of surrounding fields. The Highways Agency would continue to engage with land interest consultees affected by the scheme and provide appropriate accommodation works to protect or reinstate existing land drainage systems. |
| | Suffolk County Council, Cambridgeshire County Council, Huntingdonshire District Council and Anglian Water each noted support for the widening of the A1 between Brampton and Alconbury. | ✓ | ✓ | | | | Support duly noted. |
| | The widening of the A1 should be to four lanes rather than three. | | | | ✓ | | Peak hour traffic flows on the A1 to the south of the Alconbury junction are forecast to be between 2200 and 2800 vehicles per hour in each direction. This level of flow would be within the capacity of the proposed dual three lane carriageway and would not necessitate the additional cost of adding a fourth lane. |
| | This section of the A1 should be upgraded to motorway standard. | | | | ✓ | | The forecast level of flow on the A1 to the south of the Alconbury junction would be within the capacity of the proposed dual three lane carriageway trunk road. Changing the proposed road category to motorway would have many consequences particularly for non-motorway traffic. Upgrading the A1 would add significantly to scheme cost and is not considered necessary to meet the scheme objectives. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|----------------------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | S42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | If the Huntingdon viaduct is retained, the A1 widening would not be required and this wasteful expenditure would be avoided. | | | | ✓ | | <p>The replacement of the Huntingdon viaduct with new local road connections is a key requirement of Huntingdonshire District Council. It would provide both environmental and regeneration benefits for Huntingdon and would reduce traffic flows on other key radial routes into the town. It would also provide a greater choice of routes to and from local towns and villages.</p> <p>The majority of the viaduct structure is almost 40 years old and is considered to be a costly maintenance liability. The demolition of the viaduct would reduce the severing effect it has on the local landscape and communities and would open up opportunities for the local townscape. A cost benefit analysis has been undertaken which concludes the scheme provides high value for money.</p> |
| Non-motorised users (NMU) | An NMU route should be provided between Brampton village, Brampton Hut, Ellington junction (new) bridge, Huntingdon Recycling Ltd and onwards to Ellington. | | | | ✓ | | <p>Provision of NMU facilities from Brampton to Ellington would be the responsibility of the local highway authority. However, NMU facilities proposed as part of the scheme would provide links between Brampton Village, Brampton Hut and Brampton Woods. Since the formal consultation, an additional NMU facility has been added from Brampton Hut services to the local access road located to the northwest of the Brampton Hut junction. The proposed NMU facilities can be seen on the <i>General Arrangement</i> drawings.</p> |
| Property and land | There is a telecommunications mast at Nursery Farm that would be affected by the proposed highway alignment. | | | ✓ | | | <p>Utility service providers have been contacted and would be consulted throughout the detailed design process.</p> <p>Several utility diversions/alterations are being assessed and if required would be implemented during construction.</p> |
| | Concern over impacts on property values and appropriate levels of | | | ✓ | | | <p>Compensation for impacts on property valuation would be provided in accordance with the standard legal procedures.</p> |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | S42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | compensation. | | | | | | The <i>Compulsory purchase and compensation booklet 4: compensation to residential owners and occupiers (2010)</i> provides guidance on making a claim and the rights for compensation. |
| | Concern regarding security at Nursery Farm, this is required to deter unwanted visitors at the fishing lakes. | | | ✓ | | | The contractors appointed to build the scheme would be required to submit proposals for implementation of the construction works which comply with the Code of Construction Practice (CoCP), prior to the commencement of any works. Site and local security and wellbeing are addressed within the CoCP, which is submitted as appendix 20.2 of the <i>Environment Statement</i> . |
| Safety | This is currently a dangerous section of road which is prone to accidents. | | | | ✓ | | The proposed improvements are intended to alleviate existing issues with congestion and safety. The scheme would reduce the number of junctions and local accesses directly onto the trunk road, and provide additional road capacity. This would improve the flow of traffic and help reduce the frequency of accidents. |
| Scheme scope | The improvements to the A1 should be extended beyond Ellington and Buckden. | | | | ✓ | | A number of design options have been considered during the evolution of the scheme and in response to consultation and ongoing technical studies. Chapter 4 of the <i>Environmental Statement</i> outlines the main alternative scheme options that have been considered. |
| Traffic | Suffolk County Council suggested that this link be designed to a dual four lane all-purpose standard to account for forecast traffic flows. | | ✓ | | | | Chapter 7 of the <i>Transport Assessment (doc 7.2)</i> demonstrates that the scheme has adequate capacity to accommodate predicted traffic levels, including weaving at junctions, up until the design year 2035. |
| | Concern over an increase in traffic using the A1 as a result of the scheme. | | | ✓ | | | Chapter 7 of the <i>Transport Assessment (doc 7.2)</i> indicates that in the design year 2035 daily traffic flows on the A1 between |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | S42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | The volume of traffic does not warrant the improvements to the A1. | | | | ✓ | | <p>Alconbury and Brampton Hut would increase from 52,100 vehicles per day without the scheme to 81,500 vehicles per day with the scheme. The works on the A1 have been designed to accommodate this level of traffic flow.</p> <p>The <i>Case for the Scheme (doc 7.1)</i> sets out the need for improvements and how the proposals would meet the objectives of the scheme.</p> |

7.5 Summary of changes made to proposals

7.5.1 *Table 7.4* below provides a summary of the key design changes made to this element of the scheme in response to consultation feedback. *Appendix E* provides a more detailed account of comments and identifies where these comments relate to a change to the scheme.

Table 7.4: Proposed changes following consultation

| Consultation feedback | Change to the proposal since the formal consultation | Location of design change ⁷ |
|---|---|--|
| Concerns regarding access to land – Nursery Farm, Weybridge Farm and High Harthay Farm | Following consultation with the affected land interest consultees, the scheme has been amended to improve access to properties, including: <ul style="list-style-type: none"> • access tracks to the east of the A1 have been amended to provide replacement access to areas farmed by Nursery Farm. • an access track amended to the west of the A1; and • an access track with a shorter, more direct route, to High Harthay Farm from the new Ellington junction has been included in the scheme. | Sheets 01, 02 and 03 |
| Concern over access from Weybridge Farm to the road network and other parts of the farming operation | Weybridge farm would have new access to the local access road (north of the new Ellington junction). Direct access would then be available onto the A1 as currently exists. | Sheets 02 and 03 |
| Concern that proposed flood compensation areas are excessive and intrusive to farming operations | Flood mitigation measures including balancing ponds and flood compensation areas are an essential part of the scheme and have been amended or added following consultation to reduce farming impacts where possible while still satisfying the Environment Agency's requirements. | Sheets 01,02 and 03 |
| There is a balancing pond shown directly over the top of a fuel pipeline | The location of the proposed balancing pond has been modified to avoid the fuel pipeline. | Sheet 02 |
| Concerns over provisions for NMU | An NMU facility has been added to the scheme proposals from Brampton Hut services to the local access road located to the northwest of the Brampton Hut junction, linking northwards to Wooley Road. | Sheets 02 and 03 |

⁷ These locations can be identified on the sheets referenced and provided in the *General Arrangement Plans (doc 2.2)*, within *Volume 2 Plans/Drawings/Sections* of the DCO application.

8 Proposed layout of the A1 and A14 adjacent to Brampton

8.1 Overview

- 8.1.1 This element of the scheme relates to the proposed layout of the A1 and A14 adjacent to Brampton. It comprises the construction of a new three lane dual carriageway for the A1 to the west of the existing A1, and uses the existing A1 for the new A14. A bridge is proposed south of the existing Brampton Hut interchange to enable the A14 to cross over the A1. The proposal also includes free flow slip roads south of Brampton to enable westbound A14 traffic to travel north on the A1, and southbound traffic on the A1 to travel east on the A14. Chapter 2 of this document provides a more detailed description.
- 8.1.2 This chapter relates to question 4a and 4b of the consultation questionnaire (a copy of the questionnaire is provided in appendix B), as quoted below:

4 Since the autumn 2013 route options consultation we have looked again at the way the proposed A14 would cross the A1 at Brampton and we now propose a layout whereby a new road is built to the west of the existing A1, that this becomes the A1 and the existing road forms part of the A14 Huntingdon Southern Bypass.

4a Do you agree with our proposed layout in this area, which is different from the layout that was proposed in the autumn 2013 consultation? See further information about this in the consultation brochure.

Yes No Unsure

4b Please explain your reasons for your response and anything else we should take into account in this area.

- 8.1.3 The chapter provides an overview of the questionnaire comments received. It also includes comments received by letter and email (non-questionnaire responses) which refer specifically to the layout of the A1 and A14 adjacent to Brampton. It relates only to the consultation feedback received in response to the statutory consultation processes from 7 April to 15 June 2014.

8.2 Consultation responses received

- 8.2.1 Of the 1,152 questionnaire received, 889 consultees answered question 4a of the questionnaire.
- 8.2.2 A total of 358 consultees provided written responses that relate to the proposed layout of the A1 and A14 adjacent to Brampton (question 4b),

making a total of 443 comments. Written responses were provided as follows:

- 329 questionnaire responses to question 4b;
- 20 letters that relate to the proposed layout of the A1 and A14 adjacent to Brampton; and
- 9 emails that relate to the proposed layout of the A14 and A14 adjacent to Brampton.

8.2.3 *Table 8.1* provides a breakdown of the consultees that responded. The numbers of consultees listed under section 47 below includes consultees that responded to the section 48 publication as this was undertaken within the same time period (7 April to 15 June 2014).

Table 8.1: Breakdown of consultees that responded to the proposed layout of the A1 and A14 adjacent to Brampton by consultee strand (question 4a, question 4b and correspondence)

| Respondents to question 4a | | Written responses relevant to question 4b | |
|----------------------------|---|---|--|
| Total number of responses | Consultee | Total number of responses | Consultee |
| Consultee strand | | | |
| s42(1)(a) | Prescribed consultee | | |
| 6 | <ul style="list-style-type: none"> • Offord Cluny and Offord D'arcy Parish Council • Ellington Parish Council • Lolworth Parish Council • Old West Internal Drainage Board • Anglian Water • Associated British Ports | 5 | <ul style="list-style-type: none"> • Offord Cluny and Offord D'arcy Parish Council • Anglian Water • Buckden Parish Council • Natural England • Brampton Parish Council |
| s42(1)(b) | Local authority | | |
| 0 | n/a | 3 | <ul style="list-style-type: none"> • Cambridgeshire County Council (hosting authority – “C”) • Huntingdonshire District Council (hosting authority – “B”) • Suffolk County Council (neighbouring authority – “D”) |

| Respondents to question 4a | | Written responses relevant to question 4b | |
|----------------------------|--|---|---|
| Total number of responses | Consultee | Total number of responses | Consultee |
| Consultee strand | | | |
| s42(1)(d) | Land interests | | |
| 8 | <ul style="list-style-type: none"> • Domino UK Limited • Savills On behalf of the George Lenton Trust • Church Commissioners for England • Conington Pub Co Limited • Three individual land interest consultees | 22 | <ul style="list-style-type: none"> • Labourtech Recruitment Limited • Gallagher Estates • Church Commissioners for England • The Ramblers Association, Cambridge Group • Lenton Bros Limited • On behalf of the George Lenton trust • Landman Portalooos <p>16 individual land interest consultees</p> |
| s47 | Local community | | |
| 864 | 864 local community respondents | 312 | 312 local community respondents |
| s47 | Key stakeholders | | |
| 5 | <ul style="list-style-type: none"> • Babergh District Council • Abbots Ripton Parish Council • University of Cambridge • Essex Chambers of Commerce • Cyclists Touring Club | 15 | <ul style="list-style-type: none"> • Babergh District Council • Brampton A14 Campaign Group • Cambridge Group of the Ramblers' Association • CPRE Cambridgeshire • Cyclists' Touring Club • Hilton Parish Council A14 Action Group • Huntingdon & Godmanchester Civic Society • Hunts Ramblers Association • Joint Parishes HCV (villages of Bluntisham, Cottenham, Earith, Haddenham, Hilton, Mepal, Sutton and Wilburton) • Jonathan Djanogly MP • National Farmers Union (NFU) • Ramblers' Association (Cambridge Group) • Road Haulage Association • Shelford & District Bridleways Group • Southoe and Midloe Parish Council • Swavesey Bridleways |

8.3 Level of agreement with the proposals

8.3.1 Of the total 1,152 questionnaires received, 889 questionnaire respondents answered question 4a. *Figure 8.1* shows that of the 889 respondents, the majority (53%) agreed with this element of the scheme, 18% did not agree, and 29% were uncertain.

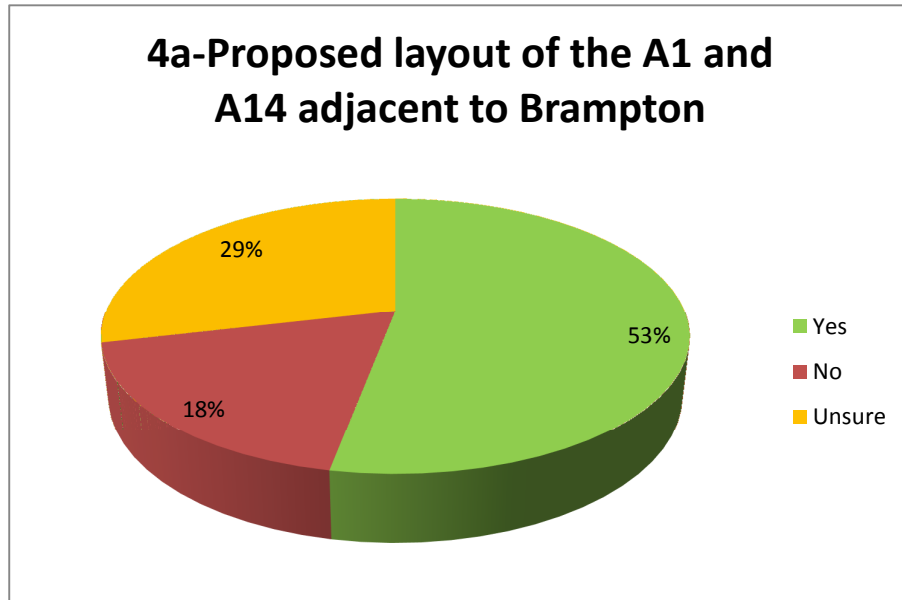


Figure 8.1: Questionnaire responses (889): 'Q4a: Do you agree with our proposed layout in this area, which is different from the layout that was proposed in the autumn 2013 consultation?'

8.3.2 *Table 8.2* categorises the count of questionnaire responses to question 4a by consultee strand. The majority of the local community respondents supported the proposals for this element of the scheme.

Table 8.2: Consultee strand breakdown (question 4a)

| Consultee strand (Count) | No | Unsure | Yes | Total |
|---------------------------------|------------|------------|------------|------------|
| s42(1)(a) Prescribed consultees | 1 | 2 | 2 | 5 |
| s42(1)(b) Local authorities | 0 | 0 | 0 | 0 |
| s42(1)(d) Land interests | 7 | 27 | 17 | 51 |
| s47 Local community | 152 | 224 | 446 | 822 |
| s47 Key stakeholders | 3 | 2 | 6 | 11 |
| Total | 163 | 255 | 471 | 889 |

8.4 Analysis of written responses

8.4.1 *Figure 8.2* shows the number of consultees that commented by key topic, when responding to question 4b or by providing other written correspondence.

8.4.2 The most frequently raised topics among the local community respondents (s47) related to traffic, the environment, general design and community impact. Among the consultees with a land interest (s42(1)(d)), the most frequently raised topics were in regard to access, property and land and traffic. Local authorities (s42(1)(b)) and prescribed consultees (s42(1)(a)) made comments related to the environment, general design, facilities for non-motorised users and traffic.

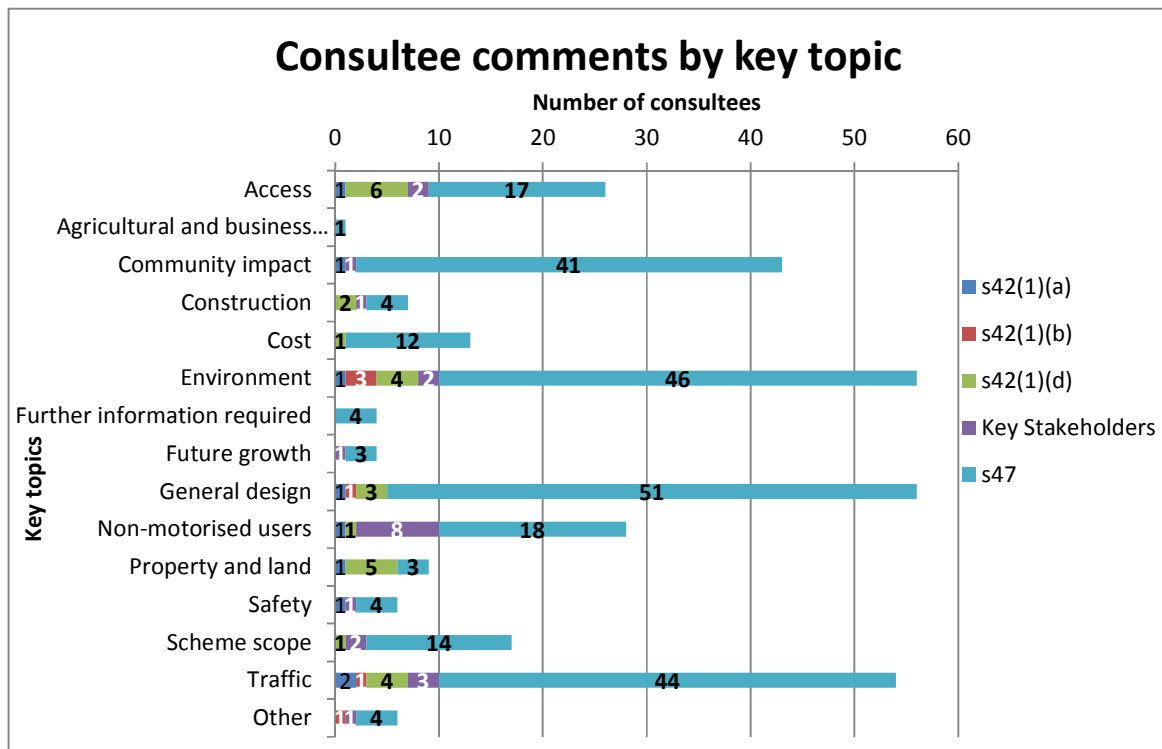


Figure 8.2: Consultee comments by key topic

8.4.3 *Figure 8.3* shows the number of comments received regarding each topic and is further categorised by those that answered ‘yes’, ‘no’ or ‘unsure’ to question 4a (‘Do you agree with our proposed layout in this area, which is different from the layout that was proposed in the autumn 2013 consultation’). It shows that of those that disagree with this element of the scheme, the most frequently cited reasons relate to community impact, the environment and general design. Whilst of those that agree with this element of the scheme the most frequently cited reasons relate to traffic, general design and environment.

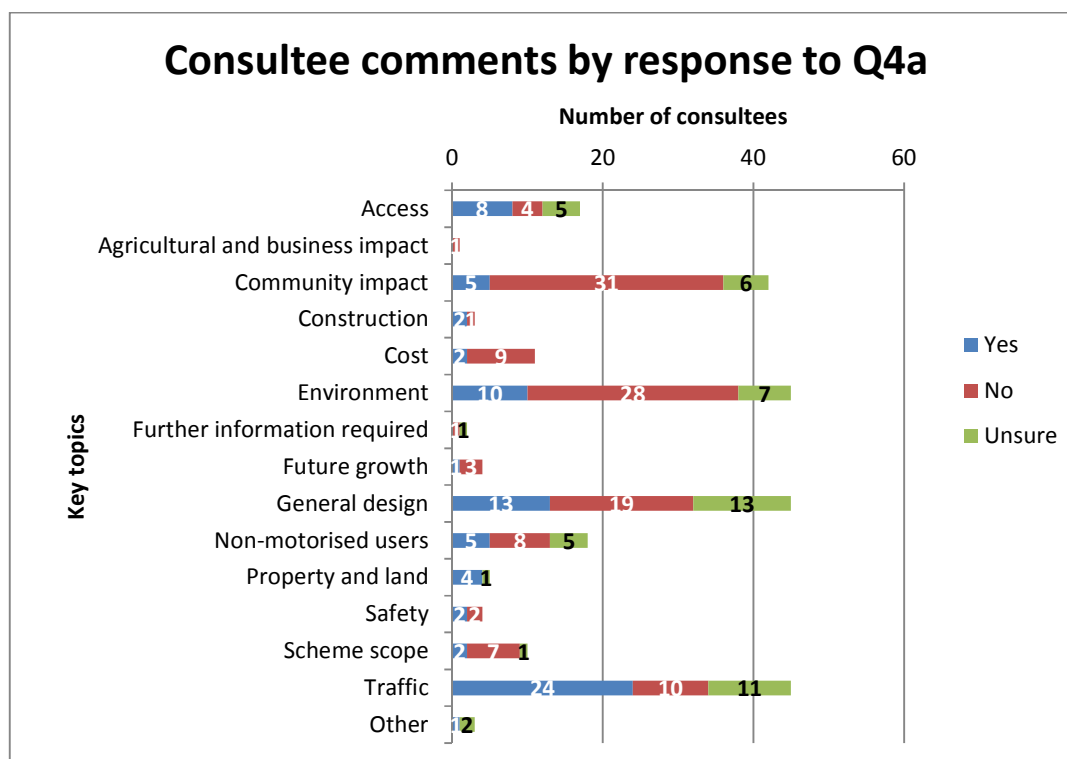


Figure 8.3: Agreement with proposals in relation to topics raised

- 8.4.4 In regard to traffic, local community consultees (s47) acknowledged that the proposed layout would generally reduce delays. Consultees (s47) did however note specific concerns regarding the potential for an increase in traffic at the section of the A14 and A1 that runs parallel to the west of Brampton.
- 8.4.5 Consultees with a land interest (s42(1)(d)) queried the land required for flood mitigation and the impact of this on agricultural land.
- 8.4.6 The majority of comments made by local authorities (s42(1)(b)) relate to the design of the proposals. Suffolk County Council (neighbouring authority – “D”) expressed support for an improved highway layout, including the removal of the cloverleaf slip road, in comparison to the earlier design. However, the Council raised issues with the proposed layout of the A1 improvement between Brampton interchange and Brampton Hut in regard to the volume of merging and diverging traffic using this section of the route.
- 8.4.7 Offord Cluny and Offord D’arcy Parish Council (s42(1)(a)) suggested that a southbound slip road should be part of the scheme. Brampton Parish Council (s42(1)(a)) raised a concern with the capacity of the existing single lane underpass of the A1 at the existing junction just south of the proposed new A1/A14 Brampton junction in light of forecast traffic growth.
- 8.4.8 *Table 8.3* provides a summary of all comments raised regarding the layout of the A1 and A14 adjacent to Brampton, and the Highways Agency’s response. In doing so, it demonstrates how consultation feedback has been

taken into account. A full list of comments raised is provided in *appendix E, Table 8*.

Table 8.3: Summary of feedback regarding the proposed layout of the A1 and A14 adjacent to Brampton

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-------------------------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| Access | Specific requests for additional access arrangements including at Hyland Farm and Park Farm. | | | ✓ | | | The Highways Agency has consulted with land owners individually and discussed access arrangements with them. |
| | Offord Cluny and Offord D'arcy Parish Council and other consultees suggested there should be southbound A1 access to and from the A14 and access through Buckden Village. | ✓ | | | ✓ | | The scheme would not preclude the addition of a link between the A14 and A1 to the south of Brampton and/or a westbound diversion off the A1 to form a bypass around Buckden in the future. At present this is outside of the scope and affordability of the scheme, but the Highways Agency will continue to review the operation of the A14 and A1 and will target future improvements where need is greatest. |
| Agricultural/business impact | Valuable farm land will be lost. | | | | ✓ | | The impact of the scheme on agricultural land and farms has been assessed as part of the environmental impact assessment and is reported in <i>chapter 16 of the Environmental Statement (doc 6.1)</i> . Land take has been restricted to only that which is necessary for the scheme or construction. Where used temporarily, land would be returned to a condition suitable to continue with current usage on completion of the scheme. |
| Community impact | The proposal will result in adverse impacts on residents at Brampton and Buckden. | | | | ✓ | | An assessment of community impacts and proposals for mitigation are reported within <i>chapter 16 of the Environmental Statement (doc 6.1)</i> . Additionally the <i>Transport Assessment (doc 7.2)</i> demonstrates that there would be limited change in traffic levels in Buckden and there would be a reduction in traffic on the B1514 in Brampton village. |
| Construction | There are a high number of large compound areas. It is not clear how these will be restored upon completion of the scheme. | | | ✓ | | | Compound sites would be used on a temporary basis with the intention of reinstating them to a pre-construction state where possible. For each area the works would be detailed during the detailed design stage of the scheme. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | The proposed A14 and A1 layout adjacent to Brampton would offer construction advantages. | | | | ✓ | | Construction works associated with a road scheme of this scale would inevitably have some impacts on local communities and the environment. These impacts have been assessed and mitigation measures proposed and are reported in the <i>Environmental Statement (doc 6.1)</i> . The <i>Code of Construction Practice (CoCP)</i> in <i>Appendix 20.2 of the Environmental Statement Appendices (doc 6.3)</i> outlines the standards of work that would be applied by the Highways Agency to the construction workforce including general site operations, traffic and environmental considerations. |
| | Construction will impact on residents at Brampton. | | | | ✓ | | |
| | Southoe and Midloe Parish Council sought assurance that light, noise and airborne pollutants will be kept to a minimum during construction. In addition that, construction vehicles will not be allowed through the village and that the disposal of soil is kept away from the villages of Buckden, Stirloe, Diddington, Southoe and Offords. | | | | | ✓ | |
| Cost | The project would be a huge expense. | | | ✓ | ✓ | | Six alternative options for the scheme emerged from the <i>Department of Transport Study</i> in May 2012. A preferred option was selected and developed in response to formal consultation. <i>Chapter 4 of the Environmental Statement (doc 6.1)</i> outlines the main alternatives considered. A range of alternatives were assessed using a holistic assessment to determine the preferred option. The capital cost of the scheme is approximately £1.5 billion which is proportionate to the size of the scheme. The cost of the scheme is proportionate to its size, in line with industry standards, and a |
| | Widening the existing A14 would be more cost-effective than the scheme proposed. | | | | ✓ | | |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|--------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | cost benefit analysis has concluded that it would provide high value for money. Widening the existing A14 north of Swavesey is not considered feasible because of the Huntingdon viaduct, which cannot be easily widened, and because of Spittals and Brampton Hut junctions which would require substantially re-building which is difficult because of the limited space available. It would additionally lead to the increase of traffic through Huntingdon and subsequently cause detrimental environmental impacts on Huntingdon. |
| Environment | Suffolk County Council (neighbouring authority – “D”) recognised that the proposals would have environmental benefits for Brampton Village. Huntingdonshire District Council (hosting authority – “B”) supports this element of the scheme subject to adequate landscaping and noise mitigation. Cambridgeshire County Council (hosting authority – “C”) supports the proposals providing there is adequate noise mitigation. | | ✓ | | | | Comment from Suffolk County Council (neighbouring authority – “D”) noted. Support from Huntingdonshire District Council (hosting authority – “B”) and Cambridgeshire County Council (hosting authority – “C”) duly noted. An assessment of likely significant effects on landscape and noise and vibration has been undertaken and is reported in <i>chapters 10 and 14 of the Environmental Statement (doc 6.1)</i> . A range of mitigation measures have been built into the scheme design including ground shaping, planting, noise bunds and barriers. |
| | Concerns regarding the flood and landscape mitigation proposals, as well as impacts of the scheme on noise and the environment in general. | | | ✓ | ✓ | | An assessment of likely significant effects on the environment including landscape, noise and vibration, and flood risk, has been undertaken and is reported in <i>chapters 10, 14 and 17, and Appendix 17.1 of the Environmental Statement (doc 6.1)</i> . In summary, the landscape assessment (<i>chapter 10 of the Environmental Statement (doc 6.1)</i>) concludes that residual effects on the landscape character of Brampton farmland would be slightly adverse. In summary, the operational noise and vibration assessment (<i>chapter 14 of the Environmental Statement (doc 6.1)</i>) concludes that residual noise and vibration <i>adverse</i> effects would be avoided |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-------------------------------------|---|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | and there would be beneficial significant effects alongside the de-trafficked A14 to the north and east of Brampton. There would, however, be a residual adverse significant effects in the west of Brampton and western edge of RAF Brampton. In summary, the flood risk assessment <i>Appendix 17.1 of the Environmental Statement Appendices (doc 6.3)</i> has concluded that there is a need for a range of mitigation measures including balancing ponds and flood compensation areas. |
| Further information required | Consultees noted that they could not agree and/or comment on the proposals for this element of the scheme due to a lack of information regarding noise and pollution, as well as the lack of elevation information and cross-sections for the Brampton interchange. | | | | ✓ | | Preliminary environmental and traffic information documents were published and made available during the formal consultation period (April 2014). Updated details of the scheme and an assessment of the impacts are included in the <i>Environmental Statement (doc 6.1)</i> which forms part of the DCO submission. The proposals have been designed to ensure there is no worsening to flood levels as a result of the scheme. |
| Future growth | Passive provisions should be provided for future free-flowing routes between the A1 and A14 and the section of the A14 to be converted to a three lane motorway at a later date. | | | | ✓ | | The provision of free flowing routes for A1 (south) to A14 (west) movements are not included within the scheme. These movements would continue to use Brampton Hut junction. Motorway standards are not included within the scheme. The Highways Agency continues to review the operation of the trunk road network through its Route Based Strategy studies and will target future improvements where need is greatest. |
| | Concern that the transport needs for Alconbury Weald have not been considered. In addition, there are plans for 400 houses in Brampton Village, which would cause more local traffic. | | | | ✓ | | The road traffic model used to inform the design of the scheme includes all development that is considered to be 'near certain' or 'more than likely'. This includes 5,000 houses at Alconbury Weald and 400 houses at RAF Brampton. |
| | Babergh District Council commented that this element of the scheme does not allow for possible | | | | | ✓ | The scheme has been designed to accommodate development growth up to the year 2035. The road traffic model used to inform |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|----------------|--|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | future expansion. | | | | | | the design of the scheme includes all development that is considered to be 'near certain' or 'more than likely.' Details of these development have been provided by the local planning authorities in Cambridgeshire. The <i>Transport Assessment (doc 7.2)</i> demonstrates that in the year 2035 the scheme would have adequate capacity to accommodate predicted traffic levels, including 400 houses at RAF Brampton. Traffic through Brampton village on the B1514 is forecast to decrease as some through traffic is expected to transfer onto the de-trunked A14. |
| | Joint Parishes Heavy Commercial Vehicles commented that planned developments at the former RAF Brampton will cause congestion on the B1514 through Brampton Village. | | | | | ✓ | |
| General design | Brampton Parish Council requested exemplar provisions for lorry parks. | ✓ | | | | | Lay-bys for general parking would not be provided within the scheme, however the scheme will incorporate some emergency refuge areas. Facilities for overnight parking will be available at the existing private-sector operated service areas - Brampton Hut, Alconbury and Cambridge Services. |
| | Suffolk County Council (neighbouring authority – “D”) welcomed the improved layout including the removal of the cloverleaf slip road arrangement. However, the Council raised concerns regarding diversion routes, the volume of merging and diverging traffic, and the horizontal layout of the free flow slip roads connecting Huntingdon Bypass to the A1. Southoe and Midloe Parish Council was concerned that if the A14 became blocked the recommended alternative route would be via the A1 and A428. | | ✓ | | ✓ | ✓ | Suffolk County Council’s (neighbouring authority – “D”) support for the layout is duly noted. Free flow slip roads at Brampton are designed as 'interchange links' the operational assessment indicates that the design is appropriate for the forecast volume of merging and diverging traffic. Alternative routes or diversion routes will be prescribed in an Operational Strategy that would be agreed with the relevant local authority. In the unlikely event of a closure an alternate route would be agreed. |
| | The route is too close to Brampton Village. | | | ✓ | ✓ | | <i>Chapter 4 of the Environmental Statement (doc 6.1)</i> provides an overview of the main alternatives considered in the scheme |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|----------------------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | development. A range of alternatives were considered and assessed using a holistic assessment. The route alignment at Brampton was chosen due to construction and operational benefits. The likely significant environmental effects of the scheme, including effects on Brampton have been assessed, and mitigation proposed, and is reported in the <i>Environmental Statement (doc 6.1)</i> . |
| Non-motorised users (NMU) | Huntingdonshire District Council (hosting authority – “B”), Natural England and other consultees suggested that enhanced access to Brampton Wood for NMU should be considered. | ✓ | ✓ | | ✓ | | Enhanced access to Brampton Wood and Brampton Hut services for NMU would be provided as part of the scheme. For the layout of the proposed facilities see <i>General Arrangement Plans (doc 2.2)</i> included in the DCO. |
| | Natural England suggested that further improvements to green infrastructure are provided to benefit biodiversity and public access beyond Brampton Wood to Grafham Water. | ✓ | | | | | Proposals to extend NMU facilities to Grafham Water would be outside the scheme boundary and would be the responsibility of the local highway authority. |
| | Concerns with safety and security risks associated with the proposed NMU facilities. | | | ✓ | ✓ | | The design and lighting applied to MNU facilities are in accordance with current standards and have been determined following discussions with the local highway authority. |
| | Requests regarding NMU provisions, including: <ul style="list-style-type: none"> • A separate bridge for the proposed bridleway immediately adjacent to the proposed A14 where it crosses the A1; • Continuation of the NMU route along the west side of the A1 to connect to Brampton bridleway 19; and • Steps up the bank in a direct line from the bridleway to the bridge on Grafham Road. | | | ✓ | | | No separate bridge is proposed. Crossing facilities are incorporated into the proposed A1/A14 over-bridge and would be designed to the Highways Agency’s standards. A 2.5 metre wide spacing and fence would provide separation from the carriageway along with a vehicle restraint system at the side of the carriageway. The proposed bridleway on the west side of the A1 would connect into bridleway Brampton 19. Steps would be provided from diverted bridleway Brampton 19 to the shared NMU facilities proposed on Grafham Road bridge, as shown in the <i>General Arrangement Plans (doc 2.2)</i> . |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | Suggestions that the Grafham Road Bridge should be constructed to discourage motor traffic and encourage NMU. | | | | ✓ | | Additional facilities would include shared NMU crossing facilities on the A1/A14 over-bridge and Grafham Road bridge. For the layout of the proposed facilities please refer to the <i>General Arrangement Plans (doc 2.2)</i> . It should be noted that the scheme as a whole is not designed to discourage road traffic and that this specific bridge is not just designed for NMU use. |
| | The Cyclists' Touring Club (CTC) welcomed the restoration of the bridleway between Brampton and Brampton Woods. CTC suggest that the short section of NMU track on the west side of the A1 should be moved further away from the carriageway where possible. | | | | | ✓ | The proposed NMU facility cannot be moved further away from the carriageway, however for the short length where the NMU facility would be in close proximity to the carriageway a 2.5 metre wide spacing and fence would provide separation from the carriageway along with a vehicle restraint system at the side of the carriageway. |
| Property and land | Anglian Water expressed support for the scheme subject to adequate protection of all affected assets and any relocation of assets being carried out to their specification. | ✓ | | | | | The Highways Agency have met with Anglian Water and discussed the scheme in relation to Anglian Water's assets. During detailed design of the scheme and its construction close liaison would be maintained with all utility providers regarding affected assets to ensure they are properly protected both during construction and once the scheme is completed. Where utility assets need to be relocated this would be carried out in full consultation and agreement with the relevant utility providers. |
| | Concerns regarding the amount and location of land required for the A1 and A14 layout and in particular the flood mitigation proposals. | | | ✓ | | | The <i>Land Plans (doc 2.3)</i> and <i>Works Plans (doc 2.4)</i> show the land that is required to construct and operate the scheme. The <i>Statement of Reasons (doc 4.1)</i> provides an explanation of why the Highways Agency requires legal powers to compulsorily purchase land. Land required has been informed by an Environmental Impact Assessment and seeks to avoid sensitive resources and likely significant effects. A flood risk assessment has been undertaken and can be found in <i>Appendix 17.1 of the Environmental Statement Appendices (doc</i> |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | 6.3). The assessment has concluded the need for a range of mitigation measures including balancing ponds and flood compensation areas. Some of these mitigation measures have been added to the scheme following the formal consultation and ongoing engagement with the Environment Agency. The assessment concludes that with these mitigation measures in place the existing flooding conditions would not be adversely affected. Flood compensation areas will in most cases be returned to agricultural use once the necessary surface level modifications have been carried out. |
| | It is noted that the latest layout requires less land than previous options, however it will still impact on properties. | | | | ✓ | | The proposed alignment of the A14 would not bring the improvement any further east than the existing A1. The scheme design means that the proposed A14 would be built into the footprint of the existing A1 with a new section of A1 built to the west. Environmental and landscape screening, which is not there at present, would be provided to mitigate against noise impacts. If the DCO is granted, the Highways Agency will serve a notice on all those with an interest in property that is required for the scheme. The notice would provide details of the property to be compulsorily purchased and the process of negotiation for the compensation payable. |
| Safety | Brampton Parish Council suggested that number plate recognition equipment is needed to deter heavy good vehicles flaunting weight limit restrictions in this area. | ✓ | | | | | Operation of the roads within Cambridgeshire are the responsibility of the local highway authority, Cambridgeshire County Council (hosting authority – “C”). |
| | The latest layout would be safer. | | | | ✓ | | The proposed junctions would provide free-flowing links between the A1 and A14. No mandatory speeds limits are proposed on slip roads, however advisory speed limits signs would be provided. |
| | Concerns regarding the complexity of the junction and speed limits at access points. | | | | | | |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | The National Farmers Union (NFU) expressed support that their request was actioned, to incorporate 60-foot flat tarmac areas at Brampton junction, for large vehicles to access the A14. | | | | | ✓ | Comment noted. |
| Scheme scope | Buckden Parish Council noted that previous concerns regarding the need for the provision of space for a future A1 bypass, the capacity of the A1 north of Brampton Hut and the configuration of the proposed Brampton/Buckden A1/A14 interchange have all been actioned. | ✓ | | | | | Comment noted. |
| | The scheme should include the Buckden Bypass. | | | ✓ | ✓ | ✓ | The scheme would not preclude the design of a westbound diversion off the A1 around Buckden in the future. The Highways Agency will continue to review the operation of the Trunk Road network through the Route Based Strategy studies and target future improvements where need is greatest. At present a Buckden bypass is outside of the scope of the scheme. |
| | Requests that the A428 is improved as part of the scheme and the existing over bridge between Brampton and Grafham is retained. | | | | ✓ | | Improvements to the A428 are not included within the A14 improvement scheme. The Highways Agency has developed the scheme over many years as a result of consideration and consultation on many options. The Highways Agency continues to review the operation of the trunk road network through its Route Based Strategy studies and will target future improvements where need is greatest. The route between Brampton and Grafham will be maintained by new bridges. In the proposed scheme Grafham Road has been realigned to the south to allow the new bridge over both the A1 and A14 to be built without needing to close the existing road and impacting recreational use. |
| | Joint Parishes Heavy Commercial Vehicles (HCV) made suggestions to: | | | | | ✓ | The A14 corridor is over capacity and requires widening in order to cater for existing traffic and future growth which will be driven by |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | <ul style="list-style-type: none"> Retain the existing route around Huntingdon; Change the Spittals interchange to a high speed junction; Turn the A1/A14 junction at Brampton into a fly-over; Re-design and improve the Girton junction; and Improve or close the slip roads on all the existing junctions and provide small parallel joining roads for local traffic and farm traffic. | | | | | | the significant development that is underway and proposed in the Cambridgeshire area. The existing route through Huntingdon is not suitable for widening due to the restriction of the viaduct over the East Coast Mainline railway. The existing Spittals interchange would remain, but no longer be part of the strategic A14 route. It would therefore be significantly relieved of traffic, with only more local traffic using it. Girton junction would be improved in accordance with current industry standards to improve the traffic flow for all existing movements. The scheme aims to reduce the number of junctions and to improve the standards of those junctions that remain. This will increase capacity and safety at these junctions. |
| Traffic | Offord Cluny and Offord D'arcy Parish Council noted that the layout is poor for traffic travelling southbound from the A14 and suggested that a southbound slip road should be part of the scheme. | ✓ | | | | | Trips between the westbound A14 and the southbound A1 would join the northbound A1 at the new Brampton junction and perform a u-turn at the existing Brampton Hut junction. This affects a small number of villages as the A428 provides a better alternative for trips from St Neots and south of this point. |
| | Brampton Parish Council and other consultees raised concern with the capacity of the existing underpass of the A1. This route would not be able to cope with the predicted increases in traffic and at present there is no viable alternative. | ✓ | | ✓ | ✓ | | Reconstruction of the underpass is not part of the scheme as the scheme is not expected to cause an increase in traffic on Buckden Road. |
| | Suffolk County Council (neighbouring authority – "D") undertook an operational assessment and provided recommendations for the layout adjacent to Brampton. | | ✓ | | | | The scheme has been designed to provide adequate capacity for the forecast level of traffic in the design year of 2035. The <i>Transport Assessment (doc 7.2)</i> has assessed that all junctions and links have been designed with adequate capacity. A number of technical notes were developed for Suffolk County Council (neighbouring authority – "D"), a copy of these are included within the <i>Transport Assessment (doc 7.2)</i> . |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | The scheme would not provide sufficient traffic capacity. | | | ✓ | | | The scheme has been designed to provide adequate capacity for the forecast level of traffic in the design year of 2035. Operation of the roads within Cambridgeshire is the responsibility of the local highway authority, Cambridgeshire County Council (hosting authority – “C”). The A1 is being widened as part of the scheme so that it is an appropriate standard for the forecast flows. |
| | Standards and speed limits should be included at the local access roads due to the expansion of the A14 and A1. | | | ✓ | | | |
| | Concerns regarding the restricted access of the Brampton interchange and the increase in traffic planned for the upgraded A1(M). | | | ✓ | | | |
| | The proposals would improve traffic flows, but may also increase the traffic volumes on this element of the scheme. | | | | ✓ | | The A14 scheme is expected to increase traffic flows on the A1 between Alconbury and the new Brampton junction. The A1 is being widened as part of the scheme so that it is an appropriate standard for the forecast flows. |
| | Frenbury Developments Limited noted that the layout would take traffic away from Brampton. The Road Haulage Association supported the proposed A1 and A14 layout and the movement of heavier traffic away from Brampton. | | | | | ✓ | Comments noted. |

8.5 Summary of changes made to proposals

8.5.1 *Table 8.4* below provides a summary of the key design changes made to this element of the scheme in response to consultation feedback. *Appendix E, Table 8*, summarises all comments received and confirms where these relate to a change to the proposal in each case.

Table 8.4: Proposed changes following consultation

| Consultation feedback | Change to the proposal since the formal consultation | Location of design change ⁸ |
|---|---|--|
| The proposed rear access to Huntingdon Recycling Limited is unnecessary | The access to the rear of Huntingdon Recycling centre has been removed from the scheme as access to the site via the existing entrance would be possible. | Sheet 4 |
| Concerns regarding access to farm houses and severed plots | The proposal has been amended to provide alternative access to all remaining farm buildings at Rectory Farm and to Harthay Farm. The severed land would be provided with a connecting access between the two segregated pieces of land. Access would remain from the back of the service area as existing. | Sheet 4 |
| Concerns regarding access to Hylands Farm | A new access is included in the proposal, which would be provided from the local road just north of the new Ellington junction | Sheets 2, 3 and 4 |
| Access provisions for farming operations between Park Farm (east), Brampton Lodge, Park Farm (west) and Southoe | Additional access tracks would be provided: <ul style="list-style-type: none"> From Park Road across to Buckden Road providing access southwards to the A1 east of A14; and West of A14, Mere Lane would be improved as required to be suitable for agricultural vehicles giving access to the Grafham Road from the south. | Sheet 5 |
| Question the need for the link from the footpath from Belle Isle (Brampton) to Brampton Hut roundabout, as it goes nowhere at Brampton Hut | The proposed link along the east side of the A1 to Brampton Hut roundabout has been removed for the proposal, as the direct link to Brampton Hut over the A1 would follow the desired line better and would be safer. | Sheet 3 |
| Concerns about the location and design of the flood plain compensation areas, and amount of farmland taken | A flood plain compensation area has been removed from the scheme at the east of A1 adjacent to Brampton, and adjusted in size and location elsewhere to rationalise boundaries where possible. Additional areas have been added (as shown on sheet 6) following consultation with the Environment Agency. | Sheets 3, 5 and 6 |

⁸ These locations can be identified on the sheets referenced and provided in the *General Arrangement Plans (document reference 2.2)*, within *Volume 2 Plans/Drawings/Sections* of the DCO application.

| Consultation feedback | Change to the proposal since the formal consultation | Location of design change ⁸ |
|--|---|--|
| Question the need for such an extensive and awkwardly configured grassland area to the west of Woodhatch Farm | The land required has been rationalised and decreased in size. | Sheet 4 |
| We request that steps are provided from the bridleway at Grafham Road | Steps would be provided and are now indicated on the scheme drawings, in addition to the ramp. | Sheet 5 |
| Concerns over routing of NMU route near Brampton Services | Steps are now indicated on the scheme drawings, in addition to the ramp. The alignment has been modified taking into account comments, and the route to the Services clarified. | Sheet 3 |
| Red line extends far beyond the road corridor and includes areas not necessary for the scheme which significantly impacts on the overall Park Farm vicinity | <p>The DCO boundary of the scheme has been reviewed to accord with the updated scheme proposals for borrow pits, mitigation and temporary areas like soil storage areas.</p> <p>Any land shown within the DCO boundary is required for the construction and/or operation of the scheme.</p> | Sheets 3 and 5 |

9 New Huntingdon Southern Bypass

9.1 Overview

- 9.1.1 This element of the scheme relates to the proposed Huntingdon Southern Bypass. This comprises a three-lane dual carriageway from the junction with the A1 at Brampton to where it joins the existing A14 at Swavesey. The proposed new section would be approximately 11 miles in length and would include a raised viaduct section of road running across the River Great Ouse and a bridge over the East Coast Mainline railway. There would be a new junction with the A1198 south of Godmanchester. Chapter 2 of this document provides further details of the proposal.
- 9.1.2 This chapter relates to question 6a and question 6b of the questionnaire (a copy of the questionnaire is provided in appendix B), as quoted below:

6 New Huntingdon Southern Bypass

6a Do you agree with the proposals for this area? (Please tick)

Yes No Unsure

6b Please explain your reasons for your responses and anything else we should take into account.

- 9.1.3 The chapter provides an overview of the questionnaire comments received. It also includes comments received by letter and email (non-questionnaire responses), which refer specifically to the proposed Huntingdon Southern Bypass. It relates only to the consultation feedback received in response to the statutory consultation processes from 7 April to 15 June 2014.

9.2 Consultation responses received

- 9.2.1 Of the total of 1,152 questionnaires received, 888 consultees responded to question 6a of the questionnaire.
- 9.2.2 A total of 502 consultees provided written responses that relate to the proposed Huntingdon Southern Bypass (question 6b), making a total of 929 comments on this element of the scheme. Written responses were provided as follows.
- 406 questionnaire responses to question 6b;
 - 64 letters that relate to the proposed Huntingdon Southern Bypass; and
 - 32 emails that relate to the proposed Huntingdon Southern Bypass.
- 9.2.3 *Table 9.1* provides a breakdown of the consultees that responded. The numbers of consultees listed under section 47 below includes consultees that responded to the section 48 publication as this was undertaken within the same time period (7 April to 15 June 2014).

Table 9.1 - Number of respondents to the Huntingdon Southern Bypass proposals by consultee strand (question 6a, question 6b and correspondence)

| Responses to question 6a | | Written responses relevant to question 6b | |
|---------------------------|--|---|--|
| Total number of responses | Consultee | Total number of responses | Consultee |
| Consultee strand | | | |
| s42(1)(a) | Prescribed consultee | | |
| 5 | <ul style="list-style-type: none"> • Anglian Water • Associated British Ports • Lolworth Parish Council • Offord Cluny and Offord D'arcy Parish Council • Old West Internal Drainage Board | 8 | <ul style="list-style-type: none"> • Associated British Ports • Buckden Parish Council • English Heritage • Fenstanton Parish Council • Hilton Parish Council • Natural England • Offord Cluny and Offord D'arcy Parish Council • Swavesey Internal Drainage Board |
| s42(1)(b) | Local authority | | |
| 0 | - | 4 | <ul style="list-style-type: none"> • Cambridgeshire County Council (hosting authority – “C”) • Huntingdonshire District Council (hosting authority – “B”) • South Cambridgeshire District Council (hosting authority – “B”) • Suffolk County Council (neighbouring authority – “D”) |
| s42(1)(d) | Land interest | | |
| 51 | <ul style="list-style-type: none"> • Cambridge Regional College • Church Commissioners for England • Conington Pub Co Limited • Domino UK Limited • Ebeni Limited • Gallagher Estates • IAC Wright • George Lenton Trust • Savills • The Ramblers, Cambridge Group • Wood Green, The Animals Charity 40 individual land interests | 52 | 12 land interest organisations consultees <ul style="list-style-type: none"> • C Cooper & Sons • Offord Hill Farm • Church Commissioners for England • Domino UK Limited • Ebeni Limited • Debden Top Farm • Gallagher Estates • George Lenton Trust • Goff Petroleum • Landman Portalooos • The Ramblers, Cambridge Group • Wood Green, The Animals Charity |

| Responses to question 6a | | Written responses relevant to question 6b | |
|---------------------------|---|---|--|
| Total number of responses | Consultee | Total number of responses | Consultee |
| | | | 40 individual land interests |
| s47 | Local community | | |
| 816 | 816 local community respondents | 428 | 428 local community respondents |
| s47 | Key stakeholder | | |
| 10 | <ul style="list-style-type: none"> • University of Cambridge • Great Paxton Parish Council • Swavesey Bridleways • Stansted Airport Ltd • Essex Chambers of Commerce • Great Yarmouth Borough Council • Papworth Everard Parish Council • Hilton Parish Council A14 Action Group • Abbots Ripton Parish Council • Brampton A14 Campaign Group | 10 | <ul style="list-style-type: none"> • Babergh District Council • Campaign Protect Rural England (CPRE) • Conington Village Meeting • Cyclists' Touring Club (CTC) • Great Ouse AONB Working Group • Joint Parishes HCV (villages of Bluntisham, Cottenham, Earith, Haddenham, Hilton, Mepal, Sutton and Wilburton) • Jonathan Djanogly MP • National Farmers Union (NFU) • Papworth Everard Parish Council • Sustrans |

9.3 Level of agreement with the proposals

9.3.1 Of the 1,152 questionnaires received, 888 respondents provided an answer to question 6a. *Figure 9.1* demonstrates that of the 888 respondents, (55%) agreed with the Huntingdon Southern Bypass proposals, 27% did not agree and 18% were unsure.

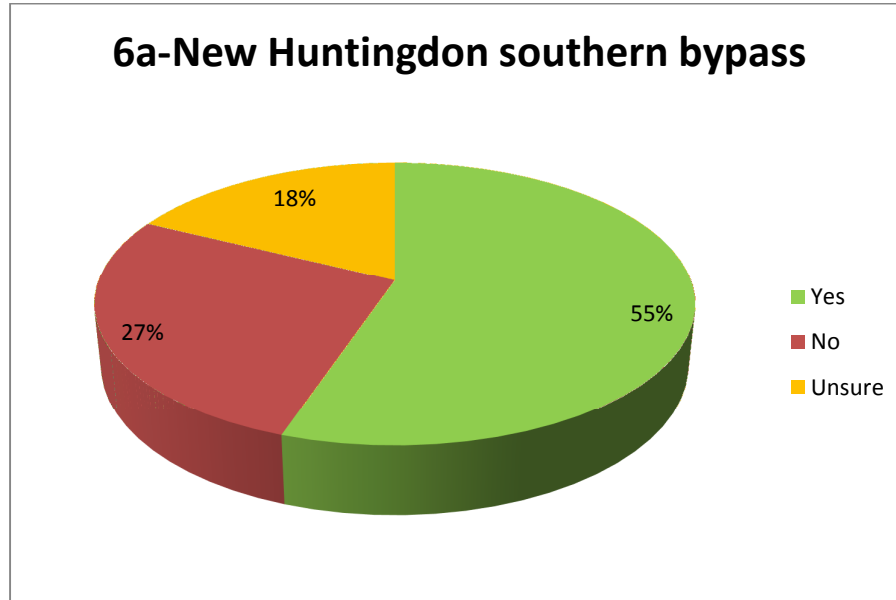


Figure 9.1: Questionnaire responses (888): 'Q6a Do you agree with the proposals for the new Huntingdon Southern Bypass?'

9.3.2 Table 9.2 categorises the count of questionnaire responses to question 6a by consultee strand. The majority of local community and key stakeholder consultees (s47) agreed with the proposals for Huntingdon Southern Bypass. There was greater uncertainty amongst prescribed consultees, and a majority disagreement amongst land interest consultees. No local authorities responded.

Table 9.2 - Consultee strand breakdown to question 6a

| Consultation strand (Count) | No | Unsure | Yes | Total |
|---------------------------------|------------|------------|------------|------------|
| s42(1)(a) Prescribed consultees | 1 | 3 | 1 | 5 |
| s42(1)(b) Local authorities | 0 | 0 | 0 | 0 |
| s42(1)(d) Land interests | 17 | 15 | 19 | 51 |
| s47 Local community | 218 | 137 | 460 | 815 |
| s47 Key stakeholders | 3 | 1 | 7 | 11 |
| Total | 239 | 156 | 487 | 882 |

9.4 Analysis of written responses

9.4.1 *Figure 9.2* below illustrates the number of consultees that commented by key topic, when responding to question 6b or by providing written correspondence.

9.4.2 The most frequently raised topics among local community respondents were the environment, general design and traffic. Among the consultees with a land interest (s42(1)(d)), the most frequently raised topics were in regard to the environment and general design. Local authorities (s42(1)(b))

and prescribed consultees (s42(1)(a)) made comments related to the environment and general design.

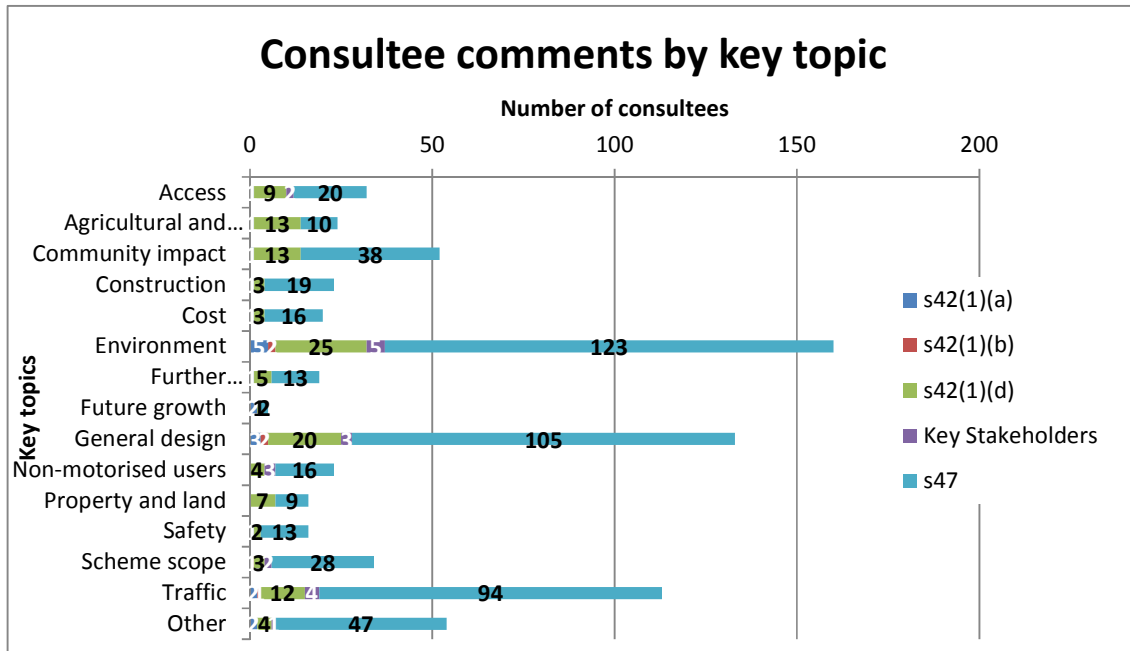


Figure 9.2: Topics raised by consultees⁹

9.4.3 *Figure 9.3* shows the number of comments received regarding each topic, broken down by those that answered ‘yes’, ‘no’ or ‘unsure’ to question 5a (does the respondent agree with the proposals for the demolition of the viaduct and related changes to local roads). It shows that of those that disagree with this element of the scheme, the most frequently cited reasons relate to the environment and general design. Whilst, of those that agree with this element of the scheme the most frequently cited reasons relate to traffic.

⁹ Topics raised under ‘other’ referred to Huntingdon Viaduct.

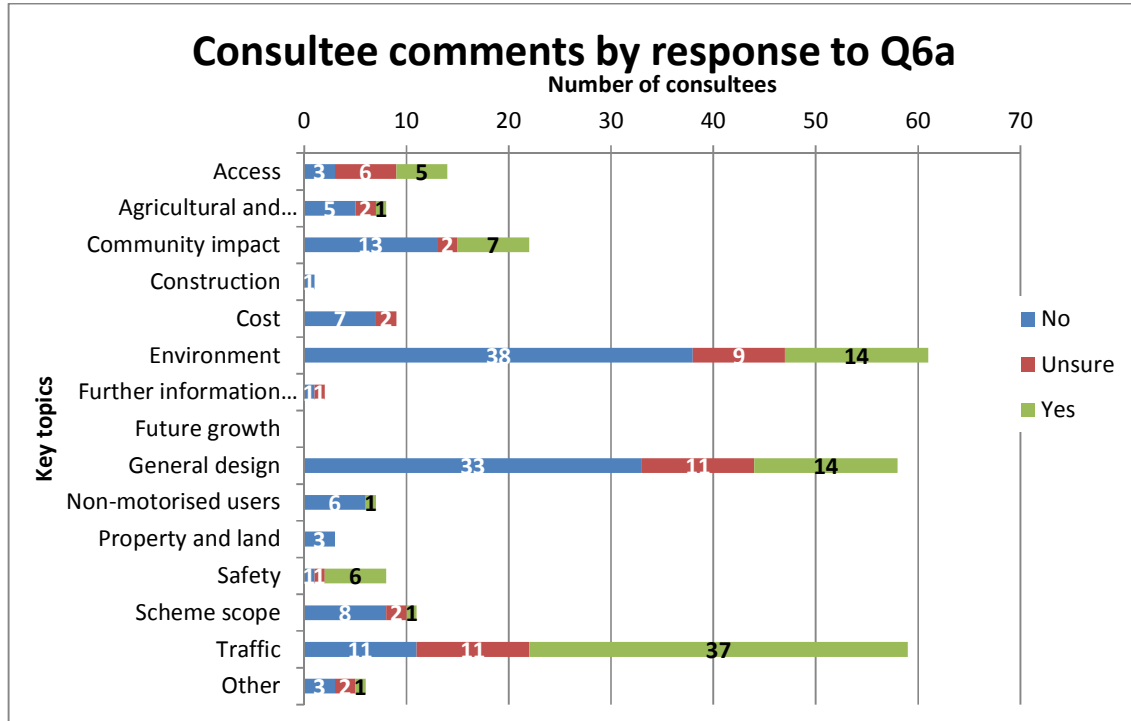


Figure 9.3: Agreement with proposals in relation to topics raised

- 9.4.4 Issues raised regarding the environment, included concerns regarding the visual, noise and air quality impacts of the proposed bypass, in particular, at Hilton, Buckden, Conington, Offord Cluny and Offord D’arcy. In addition, Cambridgeshire County Council (hosting authority – “C”) and Huntingdon District Council raised the need for appropriate mitigation for nearby villages. English Heritage raised concern regarding impacts on notable listed buildings.
- 9.4.5 In regard to general design, suggestions were made that a more northerly route should be adopted for the bypass, as it was considered that this would have less impact on surrounding areas. Comments regarding traffic included concerns that traffic will increase at Hilton and Buckden roundabout. Additionally comments also stated positive views in regard to the potential for a decrease in traffic in Huntingdon.
- 9.4.6 *Table 9.3* provides a summary of the comments raised regarding the proposals for the Huntingdon Southern Bypass, and the Highways Agency’s response. In doing so, it demonstrates how consultation feedback has been taken into account. A full list of comments raised is provided in appendix E, *Table 9*.

Table 9.3: Summary of feedback regarding the Huntingdon Southern Bypass proposals

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| Access | Natural England commented that rights of way and public open space may be impacted, affecting access to the countryside. | ✓ | | | | | The scheme includes many improvements to public rights of way. The continuity of rights of way severed by the scheme would be reinstated with new alternative routes. |
| | Concern regarding the emergency access near Buckden. | | | ✓ | ✓ | | The design of the emergency access in the vicinity of Buckden has been modified since the formal consultation. The scheme retains an access and egress to the A14 northbound linking onto Buckden Road and there would be an access to the A14 southbound from Buckden Road. These accesses would only be available for use in the event of an incident or during maintenance works. |
| | Concerned about limited access to the A1(S) and the significant detour to join the existing A1 at Brampton Hut. | | | ✓ | | | The Highways Agency will continue to review the operation of the Trunk Road network through the Route Based Strategy studies and will target future improvements where need is greatest. At present a connection from the A14 east to the A1 south is outside of the scope and affordability of the scheme, and this movement is available at Brampton Hut. |
| | The scheme will have a negative impact on access to local farms and businesses. | | | ✓ | | | The Highways Agency has developed the provision of alternative access arrangements in consultation with affected farm and business owners. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | The new A1198 has limited access and egress for road users. | | | ✓ | | | There are no east-facing slips proposed at this junction as this movement would be available via the de-trunked A14 and Swavesey junction. Longer distance traffic can join the A14 at Swavesey, whereas local traffic would continue on the local access road. If a full junction was provided on the A1198 it would encourage both local and through-traffic to travel on the A14. A core objective of the scheme is to separate strategic through-traffic and long-distance commuters from local traffic, providing appropriate standards of road for each group of travellers. The layout of this junction is therefore designed to meet this objective. |
| | It would not provide adequate access arrangements for St Ives, Fenland, Buckden, Hilton and Huntingdon and access to the A14. | | | ✓ | ✓ | | The scheme aims to reduce the number of junctions and to improve the standards of those junctions that remain. The towns would maintain the existing access to the current A14 or A1 which would provide connection to the scheme. Traffic travelling to St Ives from the A14 West would have a choice of routes. The signed route would be via the proposed A14 Huntingdon Southern Bypass and A1198 to the de-trunked A14 at Godmanchester, with the remainder of the route being as existing. Alternatively, traffic could travel via the A141 and A1123. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|--------------------------------------|---|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | The A1198 should be accessible from both directions and, in view of the Bearscroft Farm development, residents should have direct access at the A1198 junction. | | | | ✓ | | There are no east-facing slips proposed at this junction as this movement would be available via the de-trunked A14 and Swavesey junction. Longer distance traffic can join the A14 at Swavesey, whereas local traffic would continue on the local access road. If a full junction was provided on the A1198 it would encourage both local and through-traffic to travel on the A14. A core objective of the scheme is to separate strategic through-traffic and long-distance commuters from local traffic, providing appropriate standards of road for each group of travellers. The layout of this junction is therefore designed to meet this objective. |
| Agricultural/ business impact | The Parish Council of Offord Cluny and Offord D'arcy and other consultees raised concern over the loss of high quality agricultural land. | ✓ | | ✓ | ✓ | | An environmental impact assessment has been undertaken that includes an assessment of impacts on community and private assets including agricultural land. The findings of this assessment are reported in chapter 16 of the <i>Environmental Statement (doc 6.1)</i> . The design of the scheme seeks to avoid sensitive sites and reduce severance and aims to minimise the land required as a primary mitigation measure. Some high quality agricultural land would be affected. |
| | Farms will be split up and uneconomical land parcels will remain. | | | ✓ | ✓ | | |
| | It would result in loss of field access increasing agricultural traffic along the A14 and making farming operations difficult. | | | ✓ | | ✓ | |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | Danger to livestock and damage to crops. | | | ✓ | | | Appropriate fencing would be agreed with the adjacent land interests across the scheme to ensure no encroachment onto land outside the land required for construction and operation of the scheme. |
| | The borrow pit near Oxholme Farm should be relocated to areas that are farmed on a contract basis. | | | ✓ | | | The majority of proposed borrow pits are at locations allocated in the Cambridgeshire Minerals Local Plan. The borrow pit in this location has been shown on this land because it is considered that the thickness of the aggregate deposit in this area is greater and more efficient to extract than in other areas. |
| | Cattle pens and fences need to be agreed as these are crucial to farm function. | | | ✓ | | | Cattle pens and fencing details which are crucial to farm function would be agreed with land interests as part of detailed design accommodation works. |
| | The underpasses and bridges must be large enough to allow large agricultural vehicles to travel through/over them. | | | ✓ | ✓ | | Consultation is being undertaken with land interests regarding the requirements of agricultural vehicles. These will be taken into account to maximise access. |
| | The road cuts through Debden Farm, which will impact on recreational shooting activities. There will be a loss of trade at shops in Godmanchester. | | | ✓ | | | During the detailed design the Highways Agency would aim to refine the design and maximise the usability of remaining land. The Highways Agency would work with landowners and tenant farmers to ensure that accommodation works and access are easy to use where possible. If the remaining land parcels are uneconomic this would be a subject of compensation. A core objective of the scheme is to connect people by placing the right traffic on the right roads, separating strategic through-traffic and long-distance commuters from local traffic. Taking away the strategic traffic |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-------------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | releases capacity at Godmanchester for use by local traffic |
| Community impact | Hilton Parish Council and other consultees stated that there would be adverse impacts on the community of Hilton. | ✓ | | ✓ | ✓ | | <p>An environmental impact assessment has been undertaken which includes an assessment of a range of environmental impacts on Hilton. The findings of this assessment are reported in the <i>Environmental Statement (doc 6.1)</i>.</p> <p>Hilton would be likely to experience slight adverse impacts due to potential barrier to movement presented by the scheme. The provision of overpasses along the route would mitigate much of this impact.</p> <p>A range of mitigation measures would be implemented. During construction, this would include adherence to the <i>Code of Construction Practice (Appendix 20.2 of the Environmental Statement (doc 6.1))</i>, the use of appropriate construction phasing, the provision of alternative routes with adequate signage and the use of noise screens and low noise equipment. During operation, this would include the use of cuttings, low-noise surfacing and landscaped earthworks.</p> <p>No significant residual adverse effects from noise or air pollution are predicted for Hilton. Distant views towards the scheme from the northern peripheries of Hilton would be filtered by a significant amount of intervening field boundary vegetation and planted screening bunds so that visual effects would be of low significance.</p> <p>The <i>Transport Assessment (doc 7.2)</i> also indicates that</p> |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | there would be a reduction in traffic flows through Hilton village as a result of the scheme. |
| | The route is too close to existing residential properties, impacting on the quality of life of residents. | | | ✓ | | ✓ | An environmental impact assessment has been undertaken which includes an assessment of impacts on community. The findings of this assessment are reported in Chapter 16 of the <i>Environmental Statement (doc 6.1)</i> , which also outlines the main alternative scheme options that have been considered. |
| | The proposals should aim to create the least possible inconvenience on communities. | | | | ✓ | | <p>The impacts on local communities which would arise from the scheme have been assessed in the environmental impact assessment and reported, along with proposals for mitigation, in Chapter 16 of the <i>Environmental Statement (doc 6.1)</i>.</p> <p>A range of mitigation measures would be implemented. During construction, this would include adherence to the <i>Code of Construction Practice (Appendix 20.2 of the Environmental Statement (doc 6.1))</i>, the use of appropriate construction phasing, the provision of alternative routes with adequate signage and the use of noise screens and low noise equipment. During operation, this would include the use of cuttings, low-noise surfacing and landscaped earthworks.</p> <p>The scheme aims to improve access and safety of travel for local people. It would help to keep heavy, through-traffic away from urban and village roads, providing people with less congested and safer access to services and amenities. In addition NMU links, provided by the scheme, would enhance cycle and</p> |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | pedestrian access. |
| | Quality of lives will be improved as the traffic is moved away from the urban corridor. | | | | ✓ | | Support duly noted. |
| | The scheme would result in adverse impacts on the quality of the public realm in Huntingdon and Godmanchester. | | | | ✓ | | In Huntingdon the removal of the viaduct and replacement with local road connections would provide improved access to Huntingdon town centre which would have environmental and regeneration benefits for the town and improve the public realm in the vicinity of the station. Improving quality of life for local communities is one of the fundamental objectives of the scheme. When the scheme is operational traffic would be diverted onto the new route resulting in reductions in traffic levels on the existing local road network and the current A14 route. This would benefit the amenity in Godmanchester. |
| Construction | Hilton Parish Council commented that the construction phase will impact on nearby villages. The location of contractor sites should not require access through villages. | ✓ | | ✓ | ✓ | | Chapter 15 of the Code of Construction Practice (CoCP) (Appendix 20.2 of the <i>Environmental Statement</i> (doc 6.1) sets out the general provisions for traffic, transport and all travellers. It applies across the scheme, including at Hilton. Where appropriate, the main contractors would provide haul routes through the works for use by construction vehicles to reduce the need to use public roads. The main contractors would consult with local roads authorities regarding access routes that may be used by the main contractors to access the construction sites. Access routes for construction traffic would be limited, as far as |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | <p>reasonably practicable, to the trunk road network and main roads on the local road network. Access along other local roads would be restricted but may be necessary, for example, to enable transport or delivery of locally sourced materials. The main contractors would implement traffic management measures during the construction of the scheme on or adjacent to public roads, cycle tracks and other paths as necessary.</p> <p>The contractors appointed to build the scheme would submit plans for the construction works to the Highways Agency and the Highways Agency would review these with the local authorities. These would include details of proposals for traffic management and the routing of construction vehicles and would be agreed with the Highways Agency. The Highways Agency will take specific account of nearby villages such as Hilton.</p> <p>The likely significant effects from construction traffic, including in Hilton have been assessed and reported in the <i>Environmental Statement</i> (doc 6.1).</p> |
| | The borrow pits left after construction will create safety issues. | | | ✓ | ✓ | | <p>The restoration of the borrow pits follows two main objectives: restoration to agriculture where possible; or provision of quiet informal recreation such as walking and fishing and also biodiversity with the balance determined by local factors including safety of users. Both uses will be designed to ensure no safety issues will be created.</p> |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | The creation of the link with the old A14 will cause major problems during construction. | | | | ✓ | | Construction works associated with a scheme of this scale would inevitably have some impact on local communities and the environment. These impacts have been assessed and are reported in Chapter 16 of the <i>Environmental Statement (doc 6.1)</i> . Mitigation measures proposed include the Code of Construction Practice (CoCP) (Appendix 20.2 of the <i>Environmental Statement (doc 6.3)</i>). The CoCP outlines the standard of work that would be applied by the Highways Agency to the construction workforce including general site operations, traffic and environmental considerations and which would apply to construction work undertaken in or near this area. The contractor appointed by the Highways Agency would be responsible for planning and phasing the construction of the tie in between existing and new road in order to minimise impact on traffic flow. |
| Cost | Offord Cluny and Offord D'arcy Parish Council commented that following the railway to the north or upgrading the existing alignment would be cheaper. | ✓ | | | ✓ | | The scheme route has been developed through an examination of the identified issues and objectives, as well as comments received from the public through two rounds of consultation. Alternative route options for the Huntingdon Southern Bypass, which passes through these parishes, have been considered and rejected as they do not offer the same benefits and or increase costs when compared with the proposed scheme. The economic case for the scheme, including a summary of the cost benefit analysis, can be found in chapter 5 of the <i>Case for the</i> |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | <i>Scheme (doc 7.1).</i> |
| | Minimised impacts on certain properties would reduce the need for compensation, reducing the overall cost of the scheme. | | | ✓ | | | <p>The Highways Agency aims to identify and mitigate the scheme impacts where this is practical. There is cost associated with the provision of mitigation measures as well as cost associated with compensating owners for unmitigated impacts.</p> <p>During the detailed design, the Highways Agency would aim to refine the design and maximise the usability of remaining land. The Highways Agency would work with land interests and tenant farmers to ensure that accommodation works and access facilitate easy usage where possible. If the remaining land parcels are uneconomic this would be a subject of compensation.</p> <p>Government has announced up to £1.5 billion to fund the scheme. The cost of developing the scheme would be met from a number of sources. The largest proportion of funding would come from central Government, which would meet the whole cost at the time of construction. The local authorities and Local Enterprise Partnerships in Cambridgeshire have pledged a total of £100 million towards the scheme, to be recovered over a 25 year period following opening.</p> |
| | Expensive project and waste of tax payer's money. | | | ✓ | ✓ | | The <i>Case for the Scheme (doc 7.1)</i> details the economic case for the scheme. The benefit to cost ratio of the scheme shows high value for money. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|--------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | Concern about relying on computer modelled cost benefit analysis. | | | | | ✓ | WebTAG, a widely recognised modelling tool has been used for the assessment. Traffic modelling and operational assessments have been undertaken using this tool to ensure that the design of the scheme would accommodate predicted traffic levels. Details of the approach used in the cost benefit analysis can be found in the <i>Case for the Scheme</i> (doc 7.1). |
| Environment | English Heritage and Hilton Parish Council comment on the significant visual, noise, air quality, flooding and pollution impacts on conservation areas, open space and villages caused by the height and alignment of the bypass. Mitigation of these impacts is insufficient and there is a lack of data available quantifying the impacts. | ✓ | | ✓ | ✓ | ✓ | Impacts on the environment as a result of the construction and operation of the Huntingdon Southern Bypass, including residual effects following appropriate mitigation measures, have been assessed in accordance with relevant legislation. The findings are reported in the <i>Environmental Statement</i> (doc 6.1). Since the formal consultation, further environmental information has been shared with local authorities and key environmental stakeholders to aid the quantification of impacts. Additional noise mitigation measures have been added to the scheme design since the consultation period, as referred to in appendix 9. |
| | Swavesey Internal Drainage Board commented that the bypass will cause increased flows and affect watercourses such as the Swavesey and Fen Drayton Lakes and Uttons Drove and Covells Drains. | ✓ | | | | | A flood risk assessment has been undertaken concluding the need for mitigation including balancing ponds and flood compensation areas. With these mitigation measures in place the existing flooding conditions would not be adversely affected. The balancing ponds are intended to mimic the natural process of rainfall runoff, as if the road had not been constructed. The peak outfall rate from the ponds |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | would be set to match the greenfield runoff from the pre-scheme site. There would therefore be no change to the pre-scheme flood flows as a result of the highway runoff. |
| | English Heritage queried potential impacts on the grade II listed building, Conington Hall. | ✓ | | | | | A cultural heritage assessments on the impacts on Conington Hall and adjacent historic parkland and any recommendations for mitigation have been included in Chapter 9 the <i>Environmental Statement (doc 6.1)</i> . In summary, there would be a slight adverse effect to the sensitivity of as a result of traffic noise. |
| | English Heritage, Hilton Parish Council and Offord Cluny and Offord D'arcy Parish Council and other consultees commented that the road should be built with appropriate modern noise mitigation such as sound barriers and a low noise road surface to protect nearby villages. | ✓ | ✓ | ✓ | ✓ | | A noise impact assessment has been undertaken and mitigation measures have been designed into the scheme to reduce noise impacts during operation, including the route alignment and cuttings, low noise road surfacing and landscaped earthworks to mitigate visual impact and reduce noise. Noise barriers, would be installed as required to reduce or remove significant noise effects at various locations in accordance with Government noise policy. Provision of barriers has taken account of benefits compared to cost, engineering practicability, other environmental impacts caused by the barriers and stakeholder consultation. |
| | Offord Cluny and Offord D'arcy Parish Council raised concern that noise levels would exceed the European Directive standards for noise. | ✓ | | | | | The Highways Agency has established scheme significance criteria, which are based on the latest government noise policy and World Health Organization guidance. The assessment of significance of effect takes account of the baseline levels. Directive 2002/49/EC relating to the |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | <p>Assessment and Management of Environmental Noise, commonly referred to as the Environmental Noise Directive, does not set any limit value, nor does it prescribe the measures to be used in action plans, which remain at the discretion of the competent authorities.</p> <p>The Environmental Noise (England) Regulations 2006 as amended (the Regulations) transpose this Directive into English law. As part of the requirements of an Environmental Statement the scheme needs to take account of national policy and guidelines, which includes the Noise Action Plan: Roads (including Major Roads) (hereafter referred to as the 'Action Plan'), which is designed to address the management of noise issues and effects from major roads in England under the terms of the "Regulations".</p> <p>A number of Important Areas have been identified under the 'Action Plan': Roads (including Major Roads) (Noise Action Plan) (Defra, 2014). Noise barriers would be provided at Important Areas where they would prevent unacceptable adverse noise effects or sustainably avoid significant adverse effects in line with Government noise policy - planning practice guidance and the 'Action Plan'.</p> |
| | Offord Cluny and Offord D'arcy Parish Council and other consultees stated the new route will affect the proposal for the area to become an Area of Outstanding Natural Beauty (AONB). No mitigation methods have | ✓ | | | ✓ | ✓ | The proposal to designate the Ouse valley as an Area of Outstanding Natural Beauty has been acknowledged in the landscape and visual impact assessment, as has the high sensitivity and value of the Ouse Valley. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | been considered in order to promote the AONB proposal. | | | | | | <p>A landscape and visual impact assessment has been undertaken and is reported in Chapter 10 of the <i>Environmental Statement (doc 6.1)</i>.</p> <p>A range of mitigation measures have been built into the scheme design including extensive tree and shrub planting within the Ouse valley - see the Outline Environmental Drawings (OED) contained in Figure 3.2 of the <i>Environmental Statement (doc 6.1)</i>.</p> <p>South facing views from properties on Offord Hill are elevated and are generally of an open nature. The Ouse viaduct would become a prominent feature within the view, although mitigation planting would lessen visual effects in the long term.</p> |
| | Hilton Parish Council, Offord Cluny and Offord D'arcy Parish Council, land interests and local community consultees stated that the new bypass must be built with substantial banking and an acceptable level of planting to reduce noise and visual impacts. The design should ensure that the carriageway is built at the minimum elevated level. | ✓ | | ✓ | ✓ | | <p>The design levels are the lowest that are practical given engineering constraints on the scheme, such as clearance requirements and effective drainage.</p> <p>A landscape and visual impact assessment has been undertaken and a range of mitigation measures built into the scheme design including ground shaping, environmental bunds and extensive tree and shrub planting which would help to reduce the visual prominence of traffic flow.</p> |
| | Huntingdonshire District Council (hosting authority – "B") and other consultees stated that adequate landscaping, drainage, ecological and air quality mitigation, land contamination prevention and non-motorised | | ✓ | ✓ | ✓ | ✓ | <p>An assessment of the impacts of the scheme has been undertaken and is reported in the <i>Environmental Statement (doc 6.1)</i>. Landscape mitigation works ground shaping, environmental bunds and extensive tree and shrub planting would lessen the landscape and visual impacts. The flood risk assessment has</p> |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | user accessibility needs to be provided. | | | | | | identified the need for a range of mitigation measures including balancing ponds and flood compensation areas that will be constructed as part of the scheme. NMU facilities would be provided at all over bridges and the scheme would maintain existing NMU links. A core aim of the ecological mitigation strategy is to ensure no net loss of valued semi-natural habitats. |
| | Disagree with the loss of green space and concerns regarding effects on open countryside. | | | ✓ | ✓ | ✓ | The environmental impact assessment includes an assessment of impacts on landscape, community and private assets, and nature conservation. The design of the scheme seeks to avoid sensitive sites and reduce severance. A core aim of the scheme mitigation strategy is to ensure no net loss of valued semi-natural habitats. Whilst there would be a loss of arable habitat, there would be a gain of over 200ha in semi-natural habitats, predominantly mixed woodland and semi-improved grassland, which are considered to be of relatively greater value to biodiversity. |
| | Concern over the future management of grassland between Buckden Road and the emergency access. | | | ✓ | | | A five year aftercare period for all the soft environmental areas (landscaping), including the area between Buckden Road and the nearby emergency access, and features of the scheme would be included as part of the construction contract requirements. Thereafter, the landscaping would be maintained by the Highways Agency through its managing agents. |
| | Additional ponds close to Old Clayfields will cause flooding and insect infestation, the new ponds should be moved closer to the | | | ✓ | | | The borrow pits to the west of Old Clayfields are located within Flood Zone 3 so are at risk of flooding in the existing situation. A flood risk assessment has been |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | A14. | | | | | | <p>undertaken and is appended to the <i>Environmental Statement (doc 6.1)</i>. It concludes that with appropriate mitigation, the environmental areas and the small ecology ponds would not contribute to an increase in flood risk.</p> <p>The final location of the newt ponds and their specification would be a matter for detailed design, which would be carried out in consultation with Natural England and the Environment Agency. The aim would be to create a balanced ecosystem where predation by fish and other insect eating animals would prevent infestations occurring. The location of ponds as far as possible from properties will be a consideration within the detailed design as this has an advantage of reducing disturbance to wildlife as well as minimising any effect on those properties.</p> |
| | The scheme should not increase flood risk or affect existing flood alleviation schemes. Concerned about the cumulative impact to flooding due to other developments in the area. | | | ✓ | ✓ | | <p>A flood risk assessment has been undertaken and is appended to the <i>Environmental Statement (doc 6.1)</i>. The assessment identifies the need for a range of mitigation measures including balancing ponds and flood compensation areas. The assessment concludes that with these mitigation measures in place the existing flooding conditions would not be adversely affected.</p> |
| | The scheme will increase flood risk with water runoff. | | | ✓ | ✓ | | <p>Rainfall runoff from new areas of road would be attenuated and outflow reduced to greenfield rates for all events up to the 100-year return period event plus an allowance for climate change. This will mimic the response of the natural environment to rainfall and not</p> |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | exceed the flows that would arise from the undeveloped site. |
| | Hedge boundaries should be re-established with new hedges and suitable fencing after construction. | | | ✓ | | | The detail of all fences and planting including hedges would be specified in the detailed design and where that takes the form of accommodation works would be agreed with the land interest. |
| | Car headlights will cause significant visual intrusion in Hilton due to the height of the bypass. | | | ✓ | ✓ | | An assessment of the landscape and visual impacts of the scheme has been undertaken and is reported in the <i>Environmental Statement (doc 6.1)</i> . Landscape mitigation works would include carefully designed environmental bunds and extensive tree and shrub planting to help to screen the highway, lighting and traffic flow, and to integrate the scheme into the wider landscape. The mitigation proposals would include a bund of up to 2 metres in height above the road level on the south side of the new road in several locations including to the north of Hilton. |
| | The increase in noise will damage the amenity of Marshalls Farm and the listed Marshalls Farmhouse. | | | ✓ | | | An assessment of noise and vibration is reported in the <i>Environmental Statement (doc 6.1)</i> including a range of mitigation measures which would be implemented to reduce significant environmental effects. Although there is potential of noise impacts during construction around isolated properties to the north of the main Conington community, where Marshalls Farm is located, with appropriate mitigation no significant residual adverse effects from noise pollution are predicted. During scheme operation, the <i>Environmental</i> |

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| | | | | | | | <i>Statement (doc 6.1)</i> has not identified any significant adverse effects at the community of Conington as a result of the scheme. |
| | Concern over the harmful health effects that the proposals may create. | | | ✓ | ✓ | ✓ | Assessments of air quality and human health impacts are reported in Chapter 8 and Appendix 18.1 of the <i>Environmental Statement (doc 6.1)</i> . The scheme is designed to take traffic away from areas where emissions would have an effect on residents. Traffic air emissions are predicted to decrease especially in Huntingdon and along the de-trunked A14. The scheme would contribute to decreasing the air pollution emissions experienced at the four air quality management areas (AQMA) in the vicinity of the scheme. (An AQMA is identified by the local authority at locations where national air quality objectives could be exceeded.) The air quality assessment in summary concludes that predicted concentrations of nitrogen dioxide (NO ₂) and fine particulate matter (PM ₁₀) for the operational phase of the scheme would be below objective levels in all future modelled scenarios, at all modelled receptors. |
| | The location of the new road severs Debden Top Farm, impacting on farming operations. Request mitigation is built into road design to counteract this. | | | ✓ | | | As assessment of the effects on agricultural land and farms is reported in the <i>Environmental Statement (doc 6.1)</i> . Following the consultation process, changes to the design scheme has meant that access along the route between the two sections of Debden Top Farm will be retained. |

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| | Will provide environmental benefit to some areas. | | | | ✓ | | Comment is duly noted. |
| | Concerned regarding the loss of the Ouse Valley. | | | | ✓ | ✓ | A range of mitigation measures has been built in to the scheme design including ground shaping and extensive tree and shrub planting see the Outline Environmental Drawings (OED) contained in Fig 3.2 of the <i>Environmental Statement (doc 6.1)</i> . The high sensitivity and value of the Ouse valley landscape has been acknowledged Whilst it would not be possible to screen the Ouse viaduct with mitigation, visual effects would be restricted by the indirect and filtered nature of some views and lessened by the mitigation planting in the long term. |
| | Several sites of archaeological value will be lost. | | | | ✓ | | An assessment of the heritage and archaeological impacts and proposals for mitigation are reported in the <i>Environmental Statement (doc 6.1)</i> . Construction of the scheme would result in a number of adverse and beneficial impacts and effects on known archaeological remains, historic buildings and historic landscape. The proposed mitigation measure of preservation by record would reduce the residual significance. |
| | The proposals will destroy wildlife habitats. Proposals are likely to severely impact on the SSSIs at Brampton Wood and Portholme meadow during the construction phase which would permanently damage these areas. | | | | ✓ | ✓ | An assessment of ecological impacts and proposals for mitigation are reported in chapter 11 of the <i>Environmental Statement (doc 6.1)</i> . No significant adverse effects on Brampton Wood or Portholme Special Area of Conservation and Site of Special Scientific Interest have been identified during the |

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| | | | | | | | construction and operation of the scheme. |
| | Borrow pits should be used for environmental mitigation post construction. | | | | ✓ | | Restoration of the borrow pits is included as part of the <i>Environmental Statement (doc 6.1)</i> and is to follow two main objectives: restoration to agriculture where possible; or provision of quiet informal recreation such as walking, and also for biodiversity with the balance determined by local factors. Some borrow pits also provide a flood compensation function. Some may, in the longer term, be suitable for management as nature reserves; however this is not a specific end use within the proposals set out in the DCO application. |
| Further information required | Parish Council of Offord Cluny and Offord D'arcy and other consultees noted that further information on the scale and location of the scheme is required. | ✓ | | | ✓ | ✓ | At the commencement of the formal consultation details of the scheme were published and made available on line and at a range of consultation venues. Since the consultation, further environmental information has been shared with local authorities and key environmental stakeholders. |
| | More information required on site boundaries so other planning applications don't encroach on the land. | | | ✓ | | | Details on scheme boundaries are provided in the <i>Land Plans (doc 2.3)</i> submitted with the DCO application. |
| | More information is required regarding the end of Conington Road and the A1189. | | | ✓ | ✓ | | Traffic modelling has shown that as a result of the transfer of strategic traffic on to the proposed Huntingdon Southern Bypass, there would be a significant reduction in traffic flows on the A1198. The sections of existing Conington Road alignment to |

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| | | | | | | | the northwest and southwest of proposed Huntingdon Southern Bypass would be retained as maintenance access tracks for two attenuation/treatment ponds as shown in the <i>General Arrangement</i> drawings (doc 2.2) included in the Development Consent Order submission. The stopping up of redundant highway can be seen in the <i>Rights of Way and Access Plans</i> Sheet 15 also included in the Development Consent Order submission. |
| | Environmental impact studies and traffic flow modelling should be made available. | | | ✓ | ✓ | | At the commencement of the formal consultation details of the scheme were published and made available on line and at a range of consultation venues, this included a preliminary <i>Transport Assessment</i> (doc 7.2). Scheme impacts are reported in the <i>Environmental Statement</i> (doc 6.1) and <i>Transport Assessment</i> (doc 7.2). |
| | Further information is required on Borrow Pits. | | | | ✓ | ✓ | Restoration of the borrow pits is proposed as part of the scheme. Further detail on the proposed borrow pits is reported within Appendix 3.3 of the <i>Environmental Statement</i> (doc 6.1) and their locations set out in the <i>Works Plans</i> (doc 2.4), which provides backgrounds to the proposed restoration design of the borrow pits. The restoration to the borrow pits would follow two main objectives: restoration to agriculture where possible; or provision of quiet informal recreation such as walking and fishing and also biodiversity with the balance determined by local factors. |

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| | The maps provided are not adequate. | | | | ✓ | | At the commencement of the formal consultation details of the scheme were published and made available on line and at a range of consultation venues including a scheme map. <i>General Arrangement</i> drawings (doc 2.2) are included in the Development Consent Order submission. |
| | It is not clear how public views can influence the scheme, decisions seem to have been made. | | | | ✓ | | Public views have been gathered through two separate consultation exercises: the consultation in Autumn 2013 asked for opinions about the six options for the scheme which emerged from the Department for Transport Study in May 2012; and the formal consultation on the scheme which took place from April to June 2014. A consultation report on the options consultation was published in December 13 and set down people's views, together with the changes that the Highways Agency would make as a consequence. This report on findings from the formal consultation forms part of the Development Consent Order documentation and will be reviewed by the Planning Inspectorate who will decide whether public views have been considered in the development of the scheme design. |
| Future growth | Associated British Ports commented that the scheme provides opportunities for economic and residential development in the area by improving connectivity. | ✓ | | | | | Support is duly noted. The scheme is intended to alleviate the existing issues with congestion on the section of the A14 between Huntingdon and Cambridge which is acknowledged as |

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| | | | | | | | an existing bottleneck. The scheme would provide additional road capacity to accommodate future traffic growth, enhance journey reliability and help reduce the frequency of accidents as well as separating strategic through traffic from local traffic. |
| | It Important that the road is 'future-proofed'. | | | | ✓ | | The scheme has been designed to accommodate development growth up to the design year 2035. The road traffic model used to inform the design of the scheme includes all development that is considered to be 'near certain' or 'more than likely'. Further information of this can be found in the <i>Transport Assessment (doc 7.2)</i> . Details of these developments have been provided by the local planning authorities in Cambridgeshire. |
| General design | Hilton Parish Council and other consultees stated the use of a more northerly alignment would have less impact on surrounding residential areas such as Hilton. | ✓ | | ✓ | ✓ | ✓ | An outline of how the proposed route was selected is set out in the <i>Case for the Scheme (doc 7.1)</i> . Six alternative options, including a more northerly option, for the scheme emerged from the Department of Transport Study in May 2012. These options were consulted on as part of the Autumn 2013 options consultation. This led to the selection of a preferred option and a further formal consultation on the scheme took place from April to June 2014. The design has been refined further since the formal consultation in response to consultation feedback and ongoing technical studies. Chapter 4, Main Alternatives, of the <i>Environmental Statement (doc 6.1)</i> outlines the main alternative |

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| | | | | | | | <p>scheme options that have been considered in developing the scheme. The scheme alignment has been developed based on a balance between impact and cost.</p> <p>The more northerly option does not provide the same benefits as the proposed scheme and is not the best solution to meet the scheme objectives.</p> |
| | South Cambridgeshire District Council (hosting authority – “B”) supported the provision of west facing slip roads at the A1198/Ermine Street junction. | | ✓ | | | | Support is duly noted. |
| | The net benefit is that there will be an additional lane in each direction. | | | ✓ | | | The scheme would create additional capacity on the A14 that would allow traffic that is currently using alternative routes to divert back onto the A14. |
| | The Silver Street bridge should be realigned so that it is closer to the old alignment. | | | ✓ | | | The alignment has been designed so that the new bridge can be constructed off the line of the existing road making construction simpler and safer. It will additionally help to reduce disruption to traffic during construction. The bridge would be square to the alignment of the A14 which enables an economic bridge design to be used. |
| | A revised layout at the turn for Hemingford Abbots would significantly shorten the route from Huntingdon. | | | ✓ | | | The existing A14 would remain as a de-trunked highway under the control of the local highway authority, Cambridgeshire County Council (CCC) (hosting authority – “C”). Changes to the junctions on the de-trunked A14 would be a matter for CCC. |

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| | The junction/roundabout on the A1198 should be moved onto the land adjacent to Wood Green. | | | ✓ | | | The realignment of the A1198 has changed since the consultation. The A1198 has been moved eastwards, on to land adjacent to Wood Green, to reduce the impact of the scheme on the landscape by moving it into the cover of existing trees and to improve the viability of the remaining field size on Depden Farm. The visual impact of the proposal would be improved by the planting of a hedge and trees on the embankment of the road. |
| | There is a lack of hard shoulders. | | | ✓ | ✓ | | The addition of hard shoulder to all-purpose road is not in the current <i>Design Manual for Roads and Bridges (DMRB)</i> standards, it would add significantly to scheme cost and is not considered necessary to meet the scheme's objectives. |
| | Concerns with drainage including: the position of the drainage pond should be moved north of the proposed road, irrigation to be included in the scheme to assist with crop farming potential and new drains must to accessible for maintenance and capable of holding increased run off. | | | ✓ | | | Ongoing engagement has been held with consultees with an interest in the land affected by the scheme. Where appropriate amendments to the scheme have been incorporated in response to the specific requirements of these land interests. During the detailed design stage further works would be agreed with landowners as part of the accommodation works. The drainage lagoons cannot be used for irrigation because of their pollution control function. However there may be opportunity to provide irrigation in relation to the Borrow Pits in certain cases. Drains would be designed to carry the predicted run-off based on the area to be drained and would incorporate the necessary maintenance access. The peak outfall |

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| | | | | | | | rate from the ponds would be set to match the greenfield runoff from the pre-scheme site. There would therefore be no change to the pre-scheme flood flows as a result of the highway runoff |
| | The existing A14 should be widened. | | | | ✓ | ✓ | Six alternative options for the scheme emerged from the Department of Transport Study in May 2012 and were consulted on in Autumn 2013, including the widening of the existing A14. This led to the selection of a preferred option and the formal consultation in April to June 2014. Widening of the existing A14 would not achieve the objective of separating strategic traffic from local traffic. Widening the A14 was cause a loss of property through Godmanchester and cause significant negative impacts. The centre of Huntingdon would not benefit from the removal of the viaduct and improvement in movement for local traffic, a key concern of Huntingdonshire District Council (hosting authority – “B”). The increased capacity provided by the Huntingdon Southern Bypass would not be achieved. |
| | There should be an additional lane in the proposal. | | | | ✓ | | The scheme is designed to provide adequate capacity to carry forecast traffic in the design year 2035, which is in accordance with Highways Agency design standards in the <i>DMRB</i> . The economic <i>Case for the Scheme (doc 7.1)</i> is based on this level of provision. The cost of adding extra lanes would undermine the economic case for the scheme in terms of its cost benefit analysis. |

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| | Limited diversion routes available. | | | | ✓ | | <p>The major strategic diversion routes for this section of the A14 would be via the A1/A428 or the A1198/A428, depending on the location of any carriageway closure. The proposed scheme includes gantry mounted variable message signing, which would allow motorists to be advised of incidents well in advance and ensure that effective diversion routes can be implemented. The new route would be more resilient to disruption meaning it will operate more effectively.</p> |
| | The road should be brought south of the proposed alignment. | | | | ✓ | | <p>Six alternative options for the scheme emerged from the Department of Transport Study in May 2012. These options were consulted on as part of the Autumn 2013 options consultation. This led to the selection of a preferred option and a further formal consultation on the scheme took place from April to June 2014.</p> <p>Chapter 4, Main Alternatives, of the <i>Environmental Statement (doc 6.1)</i> outlines the main alternative scheme options that have been considered in developing the scheme. The scheme alignment has been developed based on a balance between impact and cost.</p> <p>Alternative route options, including options similar to that described have been considered and rejected as they do not offer the same benefits and or increase costs when compared with the proposed scheme. Further information on the evolution of the A14 scheme can be found in Chapter 4 of the <i>Case for the Scheme (doc 7.1)</i>, which forms part of this DCO application.</p> |

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| | | | | | | | Moving the road south would change the nature of the impact. The extra highway length that would be required by a more southerly alignment would impact on the scheme benefits and undermine the economic case for the scheme. |
| | The route should be built to motorway standards. | | | | ✓ | | Changing the proposed road category to motorway has many consequences particularly for non-motorway traffic. Although providing a dual four lane carriageway all-purpose road between Bar Hill and Girton is unusual, it enables traffic to select the correct lane before either carrying on along the A14 or heading south along the M11. Likewise four lanes emerging from the north bound M11 and the A14 link will be able to better merge together over this section. The addition of hard shoulder to an all-purpose road is not in the current <i>Design Manual for Roads and Bridges (DMRB)</i> standards, would add significantly to scheme cost and is not considered necessary to meet the scheme objectives. |
| | This should be a 'junction free' through route with separate improvements for local traffic. | | | | ✓ | | A core objective of the scheme is to connect people by placing the right traffic on the right roads, separating strategic through-traffic and long-distance commuters from local traffic. The scheme aims to reduce the volume of traffic that currently uses local roads to avoid congestion on the A14. The scheme provides a route between Cambridge and Huntingdon for local people without, the need to use the new A14. This will improve connectivity between villages and towns, and |

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| | | | | | | | <p>helps separate local and strategic traffic.</p> <p>The scheme includes a local access road between Fen Drayton and Girton. Direct access to the A14 would be removed, accesses from the local road network are limited to Bar Hill and Swavesey, via grade-separated junctions, on this stretch where the aim is to separate long distance traffic that is using the A14 from local traffic travelling between Huntingdon and north-west Cambridge.</p> |
| | The junctions with the new A14 should allow traffic movements in all directions. East facing slip roads required too. | | | | ✓ | | <p>The provision of east facing slip roads at the A1198 junction for all traffic would result in the mixing of local and strategic traffic on the Huntingdon Southern Bypass which is contrary to the scheme's objective. For local traffic in the Godmanchester area access to the A14 eastbound would be via the de-trunked A14 and Swavesey junction.</p> |
| | New drainage systems will need to be put in place to realign existing water courses. | | | | ✓ | | <p>Existing watercourses would be maintained through a series of measures including culverts and diversions. Surface water drainage effects would be mitigated in accordance with current nationally accepted standards. This would be in agreement with the relevant authorities.</p> |
| | Comments in support of the removal and the retention of the Huntingdon Viaduct. | | | | ✓ | | <p>The majority of the viaduct structure is almost 40 years old and is considered to be a costly maintenance liability. The demolition of the viaduct and removal of the embankments would reduce the severing effect it has on the local landscape and communities and would open up opportunities for the local townscape. As part</p> |

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| | | | | | | | of the scheme the viaduct would be replaced with new local road connections that would provide improved access into Huntingdon. |
| Non-motorised users (NMU) | There is currently insufficient provision for non-motorised users. | | | ✓ | ✓ | ✓ | Approximately 30 km of new NMU facilities would be provided as part of the scheme. Of this, over 12 km would be provided in a continuous shared NMU facility from Mill Road, Fenstanton to the A1307 Huntingdon Road, Cambridge, segregated from the carriageway, to provide links between Fenstanton, Swavesey, Bar Hill and Cambridge, and to link to the Northstowe development, and to provide connections to existing/severed bridleways. Two NMU bridges would be provided at Bar Hill and Swavesey and bridleways would be re-established at Brampton. Further NMU crossings would be provided on Robins Lane and Dry Drayton Bridges. Existing NMU routes severed by the Huntingdon Southern Bypass would be reconnected at bridges between Offord Road to New Barns Lane. |
| | The existing A14 should have a lane dedicated to non-motorised users. | | | | ✓ | | The A14 between Swavesey and Huntingdon would no longer be a strategic road and would become of the responsibility of the local highways authority, Cambridgeshire County Council (hosting authority – “C”), becoming part of the local road network. NMU provision on the de-trunked A14 would be for Cambridgeshire County Council (hosting authority – “C”) to consider in the future. Approximately 30 km of new NMU facilities would be |

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| | | | | | | | provided as part of the scheme. Of this, over 12 km would be provided in a continuous shared NMU facility from Mill Road, Fenstanton to the A1307 Huntingdon Road, Cambridge, segregated from the carriageway, to provide links between Fenstanton, Swavesey, Bar Hill and Cambridge, and to link to the Northstowe development, and to provide connections to existing/severed bridleways. Two NMU bridges would be provided at Bar Hill and Swavesey and bridleways would be re-established at Brampton. Further NMU crossings would be provided on Robin's Lane and Dry Drayton Bridges. Existing NMU routes severed by the Huntingdon Southern Bypass would be reconnected at bridges between Offord Road to New Barns Lane. |
| | Support for the proposal for a route for cyclists, pedestrians and equestrians. | | | | ✓ | | Support duly noted. |
| Property and land | Farms and businesses close to the scheme should be made more secure with fencing to reduce security risks. | | | ✓ | | | Appropriate fencing would be agreed with the adjacent land interests across the scheme based on the adjacent land use. |
| | Take redundant small parcels of land rather than taking land from manageable fields. | | | ✓ | | | An environmental impact assessment (EIA) has been undertaken that includes an assessment of impacts on community and private assets including agricultural land. The findings of this assessment are reported in Chapter 16 of the <i>Environmental Statement (doc 6.1)</i> . The design of the scheme seeks to avoid sensitive sites and reduce severance. During the detailed design, the Highways Agency would aim to refine the design and maximise the usability of remaining land. |

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| | | | | | | | The Highways Agency would work with landowners and tenant farmers to ensure that accommodation works and access facilitate easy usage where possible. If the remaining land parcels are uneconomic this would be a subject of compensation. |
| | The scheme will decrease land and home prices. | | | | ✓ | | Compensation for impact on property valuation would be provided in accordance with the standard legal procedures. The <i>Compulsory purchase and compensation booklet 4: compensation to residential owners and occupiers (2010)</i> provides guidance on making a claim and the rights for compensation. |
| Safety | Offord Cluny and Offord D'arcy Parish Council commented that the new road running parallel to the B1043 may cause traffic to reach dangerous speeds. | ✓ | | | | | The proposed new section of B1043 over the A14 would not be dissimilar to the existing road which already has straight sections. The road would also rise as it passes over the A14 which would encourage slower speed. This new road would not run parallel to the existing B1043, but would replace it. |
| | There will be more local traffic using the north end of the A1198 to access the A14, this will heighten road safety issues. | | | ✓ | | | The scheme is designed to modern standards as set out by the <i>Design Manual for Roads and Bridges (DMRB)</i> and The Traffic Signs Regulations and General Directions (TSRGD) and would improve safety for all users. Appropriate signing would be provided at each of the junctions directing traffic to local destinations. The <i>Transport Assessment (doc 7.2)</i> reports that there is forecast to be an increase in daily traffic on the A1198 of 14% in the year of opening (2020) and 4% in the design year (2035). The A1198 junction has been |

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| | | | | | | | designed to accommodate the forecast traffic levels up to the year 2035. These forecasts take account of both local commuters and long distance traffic on the A14. |
| | Enables safer and smoother connections to be made with the existing trunk road. | | | | ✓ | | Comment duly noted |
| | The current network is unsafe. The proposals are unsafe. | | | ✓ | ✓ | | Improving safety is a key objective of the scheme, ensuring the proposals would be built to modern highway standards with good forward visibility, grade-separated junctions and no direct access to properties from the new road. This would provide adequate capacity for predicted traffic levels and is thereby expected to reduce the number of accidents. |
| Scheme scope | A junction should be considered for St Ives. | | | ✓ | | ✓ | The scheme would not provide for a junction at St Ives. This is because trips from St Ives to/from the west would be able to join the Huntingdon Southern Bypass at the Godmanchester junction. Trips to the east would join the de-trunked A14 (following the same route as currently used). The de-trunked A14 is expected to see a significant reduction in flow and congestion as a result of the proposals. Trips to the east would join the upgraded A14 at Swavesey junction. Trips into Cambridge would have the option of using the proposed local access road. All of the new junctions have been designed to accommodate the forecast flows with some reserve capacity up to the design year, 2035. |

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| | Improvements to the A1198, A428 and links to the Black Cat roundabout are required. | | | | ✓ | | <p>Improvements to the A1198 and A428 are not included within the A14 improvement scheme. The Highways Agency has developed the scheme over many years as a result of consideration and consultation on many options. The Highways Agency continues to review the operation of the trunk road network through its Route Based Strategy studies and will target future improvements where need is greatest. The recent announcement in the Autumn Statement on 3 December 2014 confirmed a Government intention to improve the A428 between Black Cat and Caxton Gibbett. The future operation of the A1198 is a matter for the local highway authority, Cambridgeshire County Council (hosting authority – “C”).</p> <p>The scheme would transfer strategic traffic on to the improved A14, this would result in a reduction of traffic flows on the existing A428 between the A1198 and Girton interchange.</p> |
| | The de-trunked A14 should be made into a single carriageway and a non-motorised user route should be provided. | | | | ✓ | | <p>The de-trunked A14 would become the responsibility of the local highway authority Cambridgeshire County Council (hosting authority – “C”). Modifications to the highway would be a matter for them. The forecast traffic flow on the de-trunked A14 would warrant the provision of a two lane dual carriageway.</p> |
| | There should be access between the A14 and A1. | | | | ✓ | | <p>Traffic flows between the A1 south of Brampton interchange and the A14 Huntingdon Southern Bypass are expected to be low as most long-distance trips starting or finishing in this area would use the A428 to</p> |

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| | | | | | | | travel between the A1 and A14. While there would not be direct access heading east between the A1 south of Brampton and the A14 Huntingdon Southern Bypass these movements would be possible travelling via the Brampton Hut junction. This junction would be substantially relieved of existing traffic flows by the proposed scheme. |
| | The Godmanchester Bridge should be upgraded. | | | | ✓ | | A number of radial routes into Huntingdon, including The Avenue in Godmanchester, are expected to benefit from a reduction in traffic as a result of the scheme. The future operation of the historic Godmanchester Bridge is a matter for the local highway authority, Cambridgeshire County Council (hosting authority – “C”). |
| | A bypass from Newmarket to Huntingdon is required. | | | | ✓ | | The Highways Agency continues to review the operation of the trunk road network through its Route Based Strategy studies and will target future improvements where need is greatest. A bypass from Newmarket to Huntingdon is outside the scope of this scheme. |
| | The Huntingdon interchange should be upgraded and a three lane stretch between Cambridge and Huntingdon should be built instead of the bypass. | | | | ✓ | | Six alternative options for the scheme emerged from the Department of Transport Study in May 2012. These options were consulted on as part of the Autumn 2013 options consultation. This led to the selection of a preferred option and a further formal consultation on the scheme took place from April to June 2014. The design has been refined further since the formal consultation in response to consultation feedback and |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | <p>ongoing technical studies. Chapter 4 Main Alternatives of the <i>Environmental Statement (doc 6.1)</i> outlines the main alternative scheme options that have been considered.</p> <p>In addition the option suggested in the response has been considered to the consultation, however, the Highways Agency does not consider this option gives the same benefits as the proposed scheme and is not the best solution to the scheme objectives</p> |
| | Further consideration is required for alternative routes for freight and passenger transportation. | | | | ✓ | | <p>The <i>Cambridge to Huntingdon Multi Modal Study (CHUMMS, 2001)</i> identified a package of transport measures. This included rail movements with the Felixstowe to Nuneaton line and the development of a guided busway. Measures have now been delivered leaving the A14 Cambridge to Huntingdon improvement scheme as an important outstanding development. Alternative routes for vehicle traffic were considered in the <i>A14 Study</i>.</p> <p>More recently, in 2011 a study was commissioned by the Department for Transport, in conjunction with the county councils of Cambridgeshire, Suffolk and Northamptonshire, to look at multi-modal transport solutions to the issues of congestion of the A14 between Cambridge and Huntingdon. A third A14 study (A14 Study Output 3) was then produced in November 2012 comprising an appraisal of the shortlisted public transport, rail freight and highway packages identified in the previous stage of the study. The public transport package included proposals for a</p> |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|----------------|---|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | new park-and-ride site and the introduction of new local bus services to connect outlying settlements with Cambridge City Centre. The rail freight package consisted of proposals for new and expanded strategic rail freight infrastructure, including new links between the Felixstowe branch line and the Great Eastern Mainline and the remodelling of sections of the railway between Felixstowe and Nuneaton. The rail freight package was forecast to reduce HGV traffic on the A14 in the core study area by up to 11%, which would offset between 60% and 80% percent of the forecast growth in HGV traffic between 2011 and 2031. The public transport package would equate to a reduction of less than one percent of the peak-hour traffic on the A14 trunk road. |
| Traffic | Buckden Parish Council stated that the Buckden roundabout will become more congested when the A14 is blocked. | ✓ | | | | | Traffic levels at the Buckden roundabout are not expected to change significantly as a result of the scheme. This junction is recognised as a bottleneck on the A1. The potential for any future improvements to this junction will be considered as part of the Highways Agency's route-based strategy studies. During the Autumn Statement 2014 a feasibility study for Buckden roundabout was initiated. |
| | Hilton Parish Council were concerned that there will be an increase in congestion in the village of Hilton. | ✓ | | | ✓ | | The <i>Transport Assessment (doc 7.2)</i> indicates that there would be a reduction in traffic flows through Hilton as a result of the scheme. This reduction would result from traffic using the new A14 which would significantly relieve traffic on local routes. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | Hilton Parish Council were concerned that the scheme will result in an increase of road users traveling east/west along Graveley Way. | ✓ | | | | | The <i>Traffic Assessment (doc 7.2)</i> sets out that a significant reduction in traffic is forecast on Graveley Way as a result of the scheme, with daily traffic flows (two-way) falling from 4600 vehicles per day without the scheme to 3,300 vehicles per day with the scheme. |
| | Suffolk County Council (neighbouring authority – “D”) commented that the bypass should be built to ‘D4AP’ standard. | | ✓ | | | | Daily traffic flows on the Huntingdon Southern Bypass are forecast to be around 95,500 vehicles per day in design year 2035 which is well within the capacity of the proposed ‘Dual 3 All Purpose’ (D3AP) standard road. A D4AP standard is outside the affordability of this scheme. |
| | It will help to reduce congestion and improve traffic flow. | | | ✓ | ✓ | ✓ | Comment noted. The scheme would provide additional road capacity to accommodate future traffic, and would help to improve traffic flow, alleviate congestion and enhance journey reliability. |
| | It will increase congestion. | | | ✓ | ✓ | | The proposed A14 Huntingdon Southern Bypass would provide a high quality route for strategic traffic. It is expected that the amount of ‘rat running’ traffic using local roads would be reduced as traffic moves back on to the A14, as journey time reliability is improved. The <i>Transport Assessment (doc 7.2)</i> demonstrates that congestion and delay on the A14 between Huntingdon and Cambridge would continue to worsen if the scheme did not go ahead, leading to significantly extended journey times and greater unreliability. |
| | Further consideration of local roads is required. | | | ✓ | ✓ | | A core objective of the scheme is to connect people by placing the right traffic on the right roads, separating |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | strategic through-traffic and long-distance commuters from local traffic. The scheme aims to reduce the volume of traffic that currently uses local roads to avoid the congestion on the A14. A local access road would be provided which, together with the de-trunked A14, would provide a route from Cambridge to Huntingdon without the need to use the new A14. This provision would help to connect communities, serve businesses and provide additional facilities for NMU. |
| | The Silver Street overbridge needs to be able to accommodate large agricultural machinery over 45 tonnes. | | | ✓ | | | The bridge would have the capacity to carry any STGO Category 2 vehicle. The bridge would be able to carry a vehicle of 45 tonnes subject to confirmation of the actual weight and wheel configuration. |
| | Buckden Parish Council mentioned there is potential for 'rat running' through villages. A 24 hour heavy goods vehicle ban through local villages, is required. | ✓ | | ✓ | ✓ | | The scheme would create additional capacity on the A14 that would allow traffic that is currently using alternative routes to divert back onto the A14. As a result a number of villages would benefit from a reduction in through traffic. The introduction of weight restrictions and bans on local roads is a matter for the local highway authority, Cambridgeshire County Council (hosting authority – "C"). |
| | Traffic modelling should be carried out to show the impact of not having a junction on the A1198 onto the Huntingdon Southern Bypass. | | | | ✓ | | Removing access to the Huntingdon Southern Bypass from the A1198 would result in local traffic from the Godmanchester and St Ives area travelling to the A1 north or A14 west via Swavesey, or through Huntingdon town centre. This is contrary to the scheme objectives, which seek to place the right traffic |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | on the right roads, separating strategic through-traffic and long-distance commuters from local traffic. |
| | Traffic will be removed from Huntingdon. | | | | ✓ | | The <i>Transport Assessment (doc 7.2)</i> concludes that the replacement of the viaduct over the East Coast Mainline railway with local road connections, and the re-routing of strategic traffic movements via the A14 Huntingdon Southern Bypass, would reduce traffic levels on a number of other key radial routes in to the town, including Brampton Road and The Avenue. Traffic flows on the town centre ring road are also expected to be reduced. |
| | Appropriate traffic management should be implemented. | | | | ✓ | | The scheme includes enhanced on-road technology and signing to manage traffic flow and provide advance warning of traffic conditions. This would introduce better lane control, providing adequate capacity for predicted traffic levels and is thereby expected to improve journey time reliability and contribute to a reduction in the number of accidents. |

9.5 Summary of changes made to proposals

9.5.1 *Table 9.4* below provides a summary of the key design changes made to this element of the scheme in response to consultation feedback. *Appendix E, table 9* provides a more detailed account of comments and identifies where these comments relate to changes to the scheme.

Table 9.4: Proposed changes following consultation

| Consultation feedback | Change to the proposal since the formal consultation | Location of design change ¹⁰ |
|--|--|---|
| Concern that the emergency access near Buckden, to the rear of Hill Rise and Landmans Portaloos, will cause an increased security risk to nearby properties | The emergency access has been reconfigured and moved away from the area of concern. | Sheet 6 |
| Access to Northway Farm should not be adversely affected by the scheme | A vehicular access for the land interest from the north side to the south side of the proposed A14 has been added into the scheme. | Sheet 7 |
| Concern regarding lack of access to Depden Farm | Access to Depden Farm added from the A1198 Ermine Street. | Sheet 9 |
| Concern regarding access to Offord Hill Farm | Joint access westwards off Offord Road has been added to the scheme design. | Sheet 7 |
| The ponds at Lodge Farm should be built to the north of the road | The drainage design levels and the position of the Environment Agency flood line does not allow enough space to move the pond north. However, the pond in its southerly position has been realigned to improve the shape and size of the remaining field. | Sheet 6 |
| An underpass must be large enough for large agricultural vehicles | Access north to south would be under the viaduct and adjacent to the lakes. In addition, an alternative all weather access to the land to the north has been added, via new tracks accessed from Buckden Road, and running along the northern edge of the new A14. This route would have no height restrictions. | Sheet 6 |
| Concerns regarding users of layby causing litter and risk to livestock | The proposed emergency layby on the southern side of the bypass has been moved to an alternative location. This layby will be clearly signed to be emergency use only. | Sheet 6 |
| Concern about impact on the Ouse | The viaduct over the River Great Ouse has been lengthened to reduce impact on the flood plain and, | Sheet 7 |

¹⁰ These locations can be identified on the sheets referenced and provided in the *General Arrangement Plans (document reference 2.2)*, within *Volume 2 Plans/Drawings/Sections* of the DCO application.

| Consultation feedback | Change to the proposal since the formal consultation | Location of design change ¹⁰ |
|--|---|---|
| Valley | through mitigation, reduce visual impacts. | |
| Concern regarding increased flood risk | Additional flood compensation areas have been added to replace land removed from the flood plain. | Sheets 6,7 and 11 |
| Borrow pits serve no long term function/ should be made into nature reserves. | Restoration designs are now incorporated in the scheme proposals. | Sheet 11 |
| More information is required regarding the end of Conington Road | The sections of existing Conington Road to the northwest and southwest of the proposed Huntingdon Southern Bypass would be retained as emergency access/ maintenance access tracks for two attenuation ponds. | Sheet 12 |
| Can the junction on the A1198 be moved eastwards to reduce impact on Depden Farm? | The junction has been moved from the west to the east side of the existing A1198. | Sheet 9 |
| Concern regarding the lack of footbridges for Footpaths Fenstanton 6 and Fenstanton 14 | The scheme has been modified to extend the provision of replacement/diverted footpaths and directly reconnect them by crossing over the proposed Conington Road Bridge and joining footpath Conington 1 on the south side of the proposed A14 alignment. | Sheet 12 |
| The cycle path should be on the south-west of Buckden Road rather than the north west so cyclists do not have to dismount twice to cross the road | The shared footway/cycleway would now be located on the south side of the realigned B1514 Buckden Road (east of the new roundabout) and would connect into the existing NMU facilities on the existing B1514 Buckden Road to the northeast of the proposed A14 alignment. | Sheets 5 and 6 |
| Consider extending the non-motorised user provision from Swavesey to Huntingdon | It is now proposed that there would be further provision of the continuous shared NMU facility extending it on the de-trunked A14 to Mill Road, Fenstanton (in addition to Swavesey Junction to the A1307 Huntingdon Road, Cambridge). | Sheets 12 and 13 |
| Concern regarding pond access track adjacent to property | The track has been realigned further away from the property. | Sheet 11 |
| Are there areas/lanes for emergency vehicles to use to access/exit the road by section if road is blocked? | Since the consultation, additional emergency access points have been added at Conington Road, approximately halfway between the access points at the B1514 Buckden Road and Swavesey junction. | Sheet 12 |

10 Widening of existing A14 between Swavesey and Girton

10.1 Overview

- 10.1.1 This element of the scheme relates to the widening of the existing A14 between Swavesey and Girton. The A14 between Swavesey and Bar Hill would be widened into a three lane dual carriageway, and from Bar Hill to the M11 motorway at Girton the existing dual three lane road would be widened to four lanes. *Chapter 2* of this document provides a more detailed description.
- 10.1.2 This chapter relates to questions 7a and 7b of the questionnaire (a copy of the questionnaire is provided in *Appendix B*), as quoted below:

7 Widening of the existing A14 between Swavesey and Girton

7a Do you agree with the proposals for this area?

Yes No Unsure

7b Please explain your reasons for your responses and anything else we should take into account.

- 10.1.3 The chapter provides an overview of the questionnaire comments received. It also includes comments received by letter and email (non-questionnaire responses) which refer specifically to the proposed widening of the existing A14 between Swavesey and Girton. It relates only to the consultation feedback received in response to the statutory consultation processes from 7 April to 15 June 2014.

10.2 Consultation responses received

- 10.2.1 Of the total of 1,152 questionnaires received, 883 consultees responded to question 7a of the questionnaire. A total of 354 consultees provided written responses that relate to the widening of the existing A14 (question 7b), making a total of 421 comments. Written responses were received as follows:
- 328 questionnaire responses to question 7b;
 - 20 letters that include comments that relate to the widening of the existing A14 between Swavesey and Girton; and
 - 6 emails that include comments that relate to the existing A14 between Swavesey and Girton.
- 10.2.2 *Table 10.1* provides a breakdown of the consultees that responded. The numbers of consultees listed under section 47 include consultees that responded to the section 48 publication as this was undertaken within the same time period (7 April to 15 June 2014).

Table 10.1: Breakdown of consultees that responded to the widening of the existing A14 proposals by consultee strand (question 7a, question 7b and correspondence)

| Responses to question 7a | | Written responses relevant to question 7b | |
|---------------------------------------|---|---|--|
| Total number of respondents | Consultee | Total number of respondents | Consultee |
| Consultee strand | | | |
| s42(1)(a) Prescribed consultee | | | |
| 5 | <ul style="list-style-type: none"> Offord Cluny and Offord D'arcy Parish Council Lolworth Parish Council Old West Internal Drainage Board Anglian Water Associated British Ports | 6 | <ul style="list-style-type: none"> Madingley Parish Council English Heritage Oakington and Westwick Parish Council Boxworth Parish Council Swavesey Internal Drainage Board Lolworth Parish Council |
| s42(1)(b) Local authority | | | |
| 0 | - | 3 | <ul style="list-style-type: none"> Cambridgeshire County Council (Hosting – “C”) South Cambridgeshire District Council (Hosting – “B”) Suffolk County Council (Neighbouring – “D”) |
| s42(1)(d) Land interest | | | |
| 51 | 11 land interest organisations: <ul style="list-style-type: none"> Cambridge Regional College Gallagher Estates Domino UK Limited IAC Wright The Ramblers, Cambridge Group Ebeni Limited Wood Green, The Animals Charity Savills Church Commissioners for England Conington Pub Co Limited 40 individual land interests | 25 | Nine land interest organisations: <ul style="list-style-type: none"> Gallagher Estates Church Commissioners for England Menzies Hotel (Shaun Van Looy) Cheffins National Institute of Agricultural Botany (NIAB) Trust and NIAB Limited P.X. Farms Limited and Dry Drayton Estate Limited Hazlewell Land (R W Cowell) Chivers Farms Limited The Ramblers Association (Cambridge Group) 16 individual land interests |
| s47 Local community | | | |
| 819 | 819 local community respondents | 310 | 310 local community respondents |
| s47 Key stakeholders | | | |

| Responses to question 7a | | Written responses relevant to question 7b | |
|-----------------------------|--|---|---|
| Total number of respondents | Consultee | Total number of respondents | Consultee |
| Consultee strand | | | |
| 8 | <ul style="list-style-type: none"> • Abbots Ripton Parish Council • University of Cambridge • Essex Chambers of Commerce • Gt Paxton Parish Council • Swavesey Bridleways • Stansted Airport Ltd • Great Yarmouth Borough Council • Hilton Parish Council A14 Action Group | 10 | <ul style="list-style-type: none"> • Babergh District Council • CPRE Cambridgeshire • Hilton Parish Council A14 Action Group • Road Haulage Association • National Farmers Union • Northstowe Joint Development Control Committee • Joint Parishes Heavy Commercial Vehicles (villages of Bluntisham, Cottenham, Earith, Haddenham, Hilton, Mepal, Sutton and Wilburton) • University of Cambridge • Swavesey Bridleways • Huntingdon & Godmanchester Civic Society |

10.3 Level of agreement with the proposals

10.3.1 Of the 1,152 questionnaires received, 883 questionnaire respondents answered question 7a. *Figure 10.1* demonstrates that of the 883 respondents, 72% agreed with the widening of the existing A14, 11% did not agree and 17% were unsure.

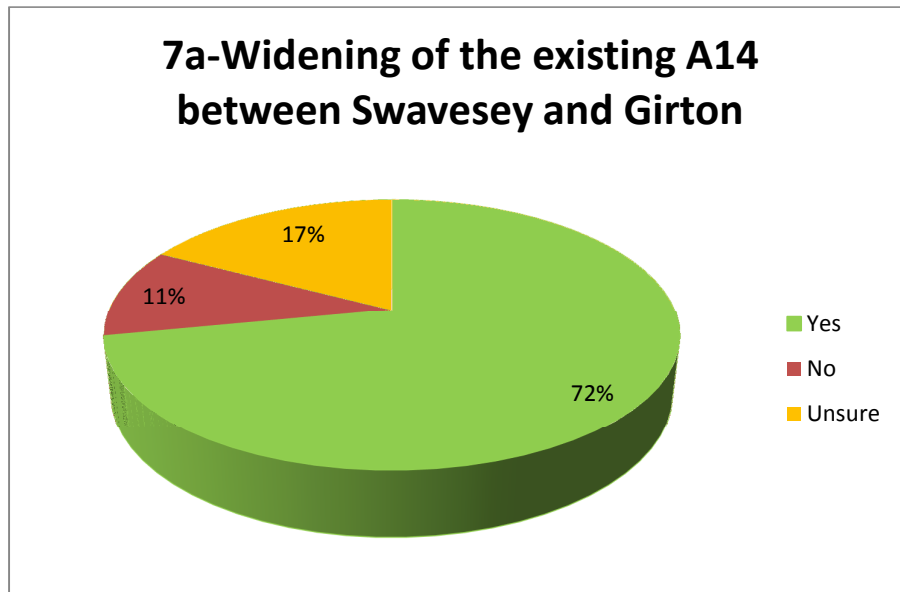


Figure 10.1: Questionnaire responses (883): ‘Q7a: Do you agree with the widening of the existing A14 between Swavesey and Girton?’

10.3.2 *Table 10.2* categorises the count of questionnaire responses to question 7a by consultee strand. The majority of respondents across all of the consultee strands agreed with the proposals to widen the existing A14 between Swavesey and Girton. However, a third of prescribed consultees (s42(1)(a)) were unsure.

Table 10.2: Consultee strand breakdown to question 7a

| Consultee strand (Count) | No | Unsure | Yes | Total |
|---------------------------------|-----------|------------|------------|------------|
| s42(1)(a) Prescribed consultees | 1 | 1 | 3 | 5 |
| s42(1)(b) Local authorities | 0 | 0 | 0 | 0 |
| s42(1)(d) Land interests | 5 | 16 | 30 | 51 |
| s47 Local community | 88 | 135 | 595 | 818 |
| s47 Key stakeholders | 1 | 0 | 7 | 9 |
| Total | 95 | 153 | 635 | 883 |

10.4 Analysis of written responses

10.4.1 *Figure 10.2* illustrates the number of consultees that commented by key topic when providing written responses relevant to question 7b.

10.4.2 The most frequently raised topics among local community respondents were traffic, general design and the environment. Among the consultees with a land interest (s42(1)(d)), the most frequently raised topics were in regard to access, general design and issues related to property and land. Local authorities (s42(1)(b)) and prescribed consultees (s42(1)(a)) made comments related to traffic and non-motorised users (NMU).

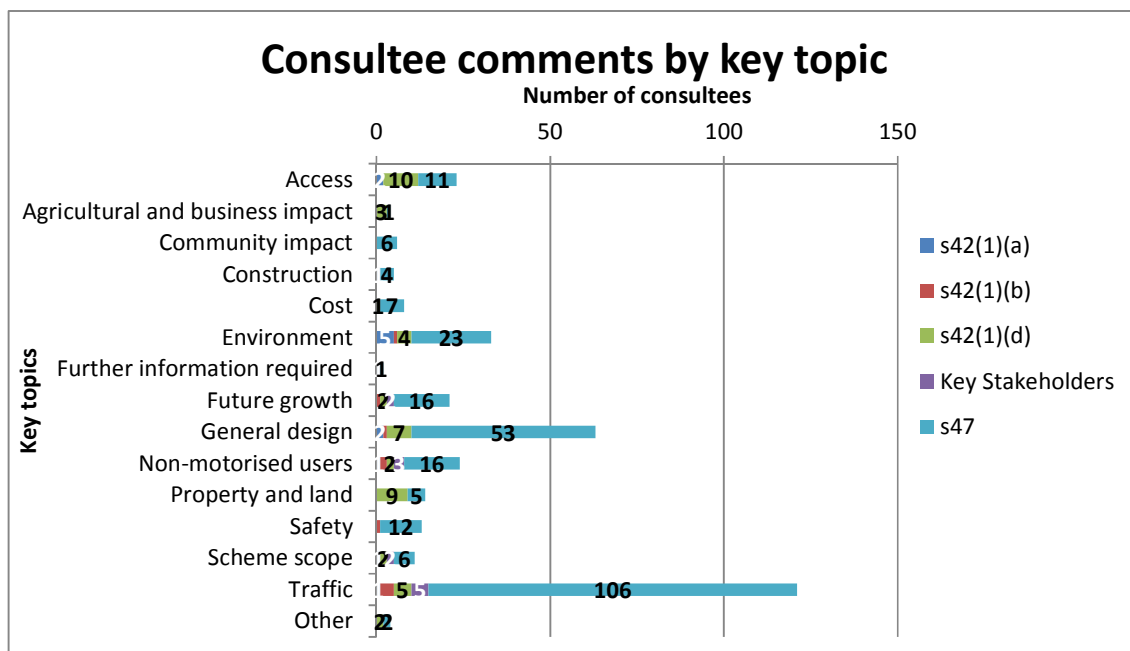


Figure 10.2: Topics raised by consultees

10.4.3 *Figure 10.3* shows the number of comments received regarding each topic and is further categorised by those that answered yes, no or unsure to question 7a. It shows that of those that disagree with this element of the scheme, the most frequently cited topics relate to the environment, general design and traffic. Whilst, of those that agree with this element of the scheme the most frequently cited topics relate to traffic, general design, the environment and future growth.

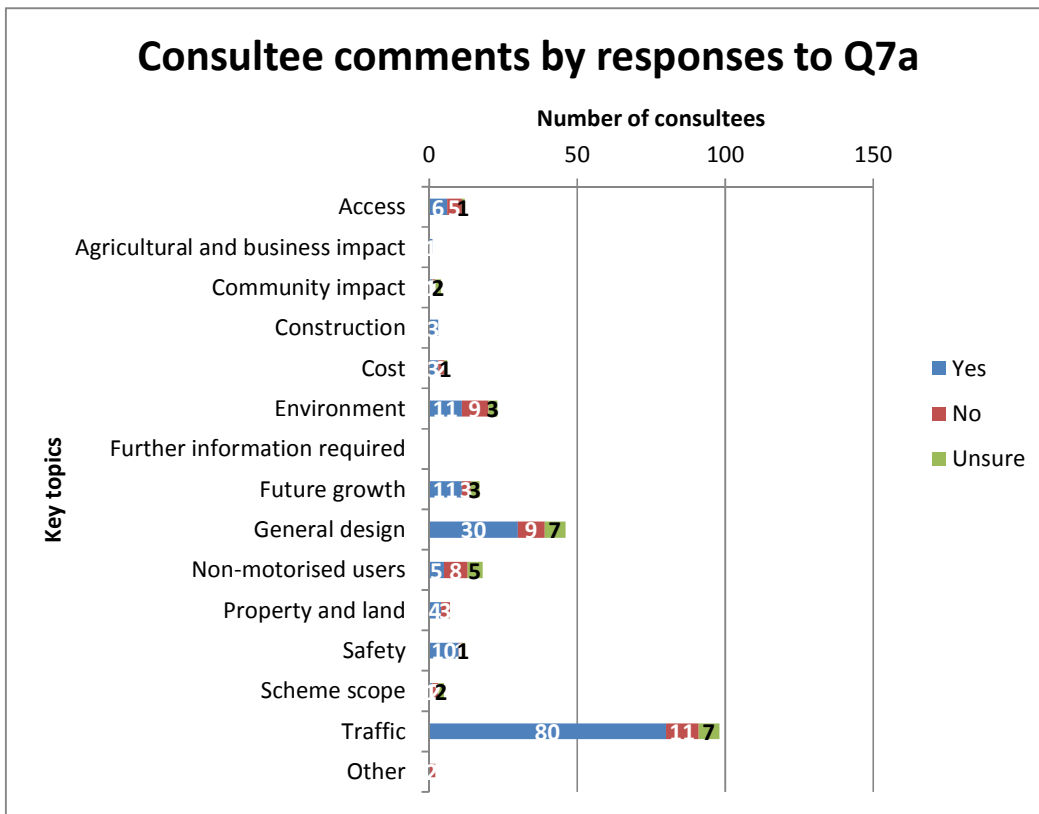


Figure 10.3: Level of agreement with proposals in relation to topics raised

10.4.4 In regard to the environment issues raised relate to noise, flooding and visual impacts. It was noted that the proposals would bring the road closer to Lolworth village and this would have environmental impacts. In particular, English Heritage expressed concern with impacts on heritage assets including the Grade II listed churches of St Peter and All Saints.

10.4.5 Comments regarding traffic include queries regarding traffic modelling raised by Suffolk County Council (neighbouring authority – “D”), junction capacity at Bar Hill and ‘rat running’ through local villages. In regard to general design, specific comments were made expressing support for a widening approach rather than constructing a new route whilst others queried if the number of lanes would be sufficient.

10.4.6 *Table 10.3* provides a summary of the comments raised regarding the widening of the existing A14 between Swavesey and Girton, and the Highways Agency's response. In doing so, it demonstrates how consultation feedback has been taken into account. A full list of comments raised is provided in appendix E, *Table 10*.

Table 10.3: Summary of feedback regarding the widening of the existing A14 between Swavesey and Girton

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Access | Madingley Parish Council queried the required traffic movements to access the A14 and Madingley Village. | ✓ | | | | | Access to the A14 would be via the local access road and Bar Hill junction or via the new connector road at Girton West roundabout. Access for westbound A14 traffic would be via Bar Hill Junction. |
| | Oakington and Westwick Parish Council queried the naming convention of Dry Drayton junction and Dry Drayton road bridge. | ✓ | | | | | The naming convention has been adopted based on the road name and the proximity of Dry Drayton to the junction rather than the origin and destination of traffic. |
| | Concerns regarding access to the A14, Menzies Hotel and Golf Course, agricultural land and individual properties including Hazelwell Farm, Slate Hall Farm, New Barns Farm, Hill Farm and Noon Folly Farm. | | | ✓ | | | The scheme has been modified to provide access points, generally from the local access road, for several properties including Hazelwell Farm and Slate Hall Farm. Engagement with landowners is ongoing in regard to accommodation works, which will be finalised as part of the detailed design, following the submission of the Development Consent Order. |
| | Expressions of support and disagreement with the decision to close the Dry Drayton junction. | | | | ✓ | | The closure of junction 30 (Dry Drayton) would be key to improving traffic flow and operational safety of this section of the A14. The close proximity of Bar Hill, Dry Drayton and Girton junctions does not accord with current highway standards for this category of road. |
| | The Avenue should be stopped up as it will serve no purpose and could create a rat run. | | | | | ✓ | The Avenue connects with the A14 westbound at Girton interchange via the new local access road at Girton West roundabout. In addition to this, the new local access road provides Madingley Village with a new entrance into Cambridge through A1307 Huntingdon Road, which should help to prevent rat running. It is not for the Highways Agency to consider the closure of the Avenue as part of the scheme, the local highway authority are responsible for the local highway network. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|--|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Agricultural/ business impact | Concerns regarding impacts on Menzies Hotel and Golf Course. | | | ✓ | | | In response to consultation feedback and ongoing technical studies the alignment of the A14 adjacent to the Golf Course has been amended to minimise impact. Engagement with land interests at Menzies Hotel is ongoing. |
| | Hazelwell Land commented that the proposed scheme has impacted on the potential to lease industrial properties. | | | ✓ | | | The Highways Agency will continue to engage with Hazelwell Land over the alignment of the proposed local access road in regard to the viability of the industrial properties. |
| | The National Institute of Agricultural Botany (NIAB) Trust and NIAB Limited noted that land utilised for seed production cannot be replaced in other locations. | | | ✓ | | | The layout of Bar Hill junction has been amended, following consultation feedback and the completion of technical studies, which would reduce the impact on the National Institute of Agricultural Botany. |
| | Concerns regarding current employment impacts due to the unreliability of the A14 for commuter traffic. | | | | ✓ | | The Highways Agency recognises the strategic importance of the A14. The scheme is specifically intended to alleviate the existing issues with congestion on the section of the A14 between Huntingdon and Cambridge, greatly improving journey reliability for commuter traffic. |
| Community impact | There would be no positive legacy for residents of Conington, Boxworth and Elsworth as a result of the proposals. | | | ✓ | | | The scheme would bring benefits to residents of Conington, Boxworth and Elsworth. This would include improved NMU connectivity due to the provision of NMU routes, improved access to Cambridge and Huntingdon via the local access road, more reliable journey times, less congestion and a reduction in traffic through these villages that currently seeks to avoid the A14. |
| | Concerns regarding impacts on local residents. | | | | ✓ | | <i>Chapter 16 of the Environmental Statement (doc 6.1)</i> reports an assessment of impacts on local communities. Improving quality of life for local communities is one of the objectives of the scheme, as described in the <i>Case for the Scheme (doc 7.1)</i> . |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Widening the existing A14, rather than constructing a new bypass would have less impacts on villages. | | | | ✓ | | Between Swavesey and Girton, and between Histon and Milton the proposal is to widen the existing A14. The configuration of Brampton Hut and Spittals junctions together with the location and construct of the viaduct at Huntingdon necessitate an off-line solution around Huntingdon for the longer term. There are also multiple junctions and direct accesses onto the A14 resulting in a reduction in safety. Alternative options for the scheme were considered in the scheme development phase and are reported in <i>chapter 4 of the Environmental Statement (doc 6.1)</i> , including widening of the length of the existing A14. Widening of the existing A14 between Swavesey and Girton, and between Histon and Milton, alongside the construction of a bypass to the south of Huntingdon is considered the most appropriate option due to a range of environmental, economic and engineering considerations. |
| Construction | Associated British Ports requested that construction work should be undertaken during off-peak hours. | ✓ | | | | | Core working hours would be from 08:00 to 18:00 on weekdays (excluding bank holidays) and from 08:00 to 16:00 on Saturdays. The construction workforce would adhere to these core working hours for each site as far as is reasonably practicable. Traffic management would ensure disruption is kept to a minimum and would be adjusted in line with traffic conditions. During online tie-in works or similar, off peak or night time works would take place such that disruption is kept to a minimum. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|--------------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Parallel widening would reduce disruption during construction. | | | | ✓ | | The scheme includes an additional lane in each direction on the A14 between Junction 28 (Swavesey) and Junction 31 (Girton) and between Junction 32 (Histon) and Junction 33 (Milton) as well as improvements to Girton interchange. To reduce disruption during construction a technique known as asymmetric widening will be adopted where possible. |
| | General concerns regarding the impacts of construction of this element of the scheme on local communities. | | | | ✓ | | A large portion of the work can be carried out offline which would not affect traffic. The remainder of the works can be conducted whilst under local traffic management with a minimum of two lanes being live in either direction during peak hours. |
| Cost | The project is a huge expense and waste of money. | | | ✓ | ✓ | | The cost of the scheme is proportionate to the size of the scheme and in line with industry standards. |
| | This is an economic solution. | | | | ✓ | | The economic benefits are part of the case for the scheme. The scheme objectives extend to combating congestion, unlocking growth, connecting people and improving safety. |
| Environment | English Heritage stated that consideration should be given to potential impacts on the Church of St Peter and the Church of All Saints. | ✓ | | | | | An assessment of potential impacts on historic buildings is reported in <i>Chapter 9 of the Environmental Statement (doc 6.1)</i> . In summary, this assessment concludes that there would be a temporary slight adverse effect on the setting of the All Saints Church as a result of construction works. Since St Peters Church is well screened, this church has not been included in the assessment of likely significant effects on historic buildings. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Lolworth Parish Council stated that the proposed design brings the road closer to Lolworth than is necessary and will result in environmental impacts. | ✓ | | | | | The proposed A14 improvement scheme includes an additional lane in each direction on the A14 between Swavesey and Girton, which includes the area around Lolworth to accommodate future traffic growth and alleviate congestion on the A14 at peak times. The widening of the A14 at this location is considered necessary to deliver the scheme objectives. <i>Chapter 4 of the Environmental Statement (doc 6.1)</i> provides details of the main alternatives considered in the scheme development. The likely significant environmental effects of the scheme, including effects on Lolworth, have been assessed and reported in the <i>Environmental Statement (doc 6.1)</i> . |
| | Oakington and Westwick Parish Council and the Swavesey Internal Drainage Board raised concerns with drainage and flooding in regard to Oakington and the Board's area. | ✓ | | | | | A drainage and flood risk assessment has been undertaken and is reported in <i>Chapter 17 and appendices of the Environmental Statement (doc 6.1)</i> . A range of mitigation measures including balancing ponds and flood compensation areas have been proposed. In summary this assessment concludes that with the proposed mitigation measures in place, existing flooding conditions would not be adversely effected in the Oakington and Swavesey Internal Drainage Board area. |
| | Cambridgeshire County Council (hosting authority – "C") expressed support for the proposals subject to further discussions regarding noise mitigation at Girton. | | ✓ | | | | A noise impact assessment has been undertaken and is reported in <i>chapter 14 of the Environmental Statement (doc 6.1)</i> . Mitigation measures would be provided as part of the scheme to reduce noise impacts. Cambridgeshire County Council has been engaged through the design and environmental assessment of the scheme. The assessment methodology has been agreed with the Council and the approach to the scheme noise and vibration mitigation has |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | been discussed. Noise barriers have been proposed at locations, including Girton, to reduce or remove likely significant noise effects at various locations, in accordance with Government noise policy, and at noise important areas (IA) where they would substantially reduce noise levels. |
| | Concerns regarding the likely increase in traffic and permanent impacts on residents and the environment. | | | ✓ | | | An assessment of likely significant effects on the environment including the local community, which includes an assessment of impacts on the Lolworth overbridge, is reported in the <i>Environmental Statement (doc 6.1)</i> . Traffic impacts are considered and reported on in the <i>Transport Assessment (doc 7.2)</i> . |
| | Concerns with impacts of the proposed Lolworth overbridge. | | | ✓ | | | |
| | General concerns regarding the adequacy of mitigation measures to address environmental impacts. | | | | ✓ | | An environmental impact assessment (EIA) has been undertaken and is reported in <i>Chapters 8 to 17 of the Environmental Statement (doc 6.1)</i> . A range of mitigation measures would be implemented to reduce significant environmental effects and the likely effectiveness of those mitigation measures has been assessed and reported in the <i>Environmental Statement (doc 6.1)</i> . |
| | Concerns regarding air quality impacts, including on the Girton Air Quality Management Area (AQMA) and subsequent health impacts. | | | | ✓ | | Impacts on air quality are assessed as part of the environmental impact assessment and are reported, along with proposals for mitigation, in Chapter 8 of the <i>Environmental Statement (doc 6.1)</i> . The A14 Corridor AQMA includes the Girton area. In summary the assessment concludes that this AQMA, is not predicted to exceed UK standards in the opening year of the scheme (2020). The reduction in concentrations is due to vehicle fleet emission improvements and improvements in road design allowing improved flow and less congestion. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-------------------------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Queries regarding noise and vibration issues, including in Fen Drayton, Bar Hill and Girton. | | | | ✓ | | A noise, sound and vibration impact assessment has been undertaken and is reported in <i>chapter 14 of the Environmental Statement (doc 6.1)</i> . A range of mitigation measures have been built into the scheme design including noise bunds and barriers. Noise barriers would be installed or enhanced as required to reduce or remove likely significant noise effects at various locations (including at Girton), in accordance with Government noise policy. However, no likely significant effects were identified in Fen Drayton. During construction, noise would affect residents at areas including south of Girton interchange and site specific noise controls would be agreed with the local authorities before construction is started. |
| Further information required | No comments received in relation to the need for further information. | | | | | | |
| Future growth | Concern that any small redundant pieces of land left adjacent to the highway and local access road would be vulnerable to future development. | | | ✓ | | | Whilst the Highways Agency can make recommendations on future planned developments based on the potential impact on the strategic road network, the decision as to whether a development is approved is for the local planning authority to manage. A detailed review of the DCO boundary has been undertaken to avoid leaving small redundant pieces of land. |
| | Suffolk County Council (neighbouring authority – “D”) commented on the predicted daily traffic flows by year 2035, taking into account the proposed development at Northstowe and Alconbury. | | ✓ | | | | The scheme has been designed to accommodate future traffic growth, including that from committed and planned developments. All developments that are considered to be 'near certain' or 'more than likely' by the local planning authorities in the period up to year 2035 have been included in the traffic forecasts at the specific locations, with the remaining unallocated growth distributed across the region |
| | Widening of this section is important to support the delivery of Northstowe. | | | ✓ | ✓ | | |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-----------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | The proposal would improve traffic flow in the short to near-term but would not accommodate the extra traffic from Northstowe. | | | | ✓ | ✓ | (in accordance with best practice guidance). The first and second phases of Northstowe (approximately 5,000 homes) have been included. Further allowance has been made for the Bar Hill junction to be expanded to accommodate the potential full build out of Northstowe (10,000 homes). In the same way, the Alconbury Weald development has also been included the traffic forecasting and has therefore informed the scheme design. |
| | Northstowe Joint Development Control Committee and the National Farmers Union requested reassurance that traffic increases expected from Northstowe would be accommodated by the additional capacity that is to be provided. | | | | ✓ | ✓ | |
| General design | Lolworth Parish Council recommend that the NMU provisions and local access roads should run north of the sewerage works and commercial properties. | ✓ | | | | | Moving the local access road to the north of the sewerage works would increase costs. Keeping the local access road close to the A14 reduces the land required, the environmental impact and disturbance to local residents. Sections of the local access road are also to be constructed on the existing A14 alignment. The proposed location of the NMU facilities provides connectivity with a range of existing and proposed facilities. |
| | Suggest that the widening is moved further northwards. | ✓ | | | ✓ | | |
| | Cambridgeshire County Council (hosting authority "C") supported the proposals subject to further discussions on the Bar Hill junction capacity and resilience. | | ✓ | | | | The Highways Agency have been engaged in discussions with Cambridgeshire County Council. Operational capacity assessments have been undertaken on the Bar Hill junction to ensure forecast traffic flows that include the first and second phases of Northstowe (approximately 5,000 homes) with potential for full build out of Northstowe (10,000 homes). |
| | Drainage concerns in regard to Menzies Hotel and Golf Course, Noon Folly, Brickyard Farm, New Barns Farm and Hill Farm. | | | ✓ | | | The scheme would have new drainage proposals dealing with issues such as land drainage, culverts and watercourse bridging. A comprehensive flood risk assessment has been undertaken to ensure the scheme would not adversely affect existing flooding conditions. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|----------------------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Suggest that the road is upgraded to motorway standards and hard shoulders included. | | | | ✓ | | Changing the proposed road category to motorway has many consequences particularly for non-motorway traffic. Addition of hard shoulder to all-purpose road is not in the current <i>Design Manual for Roads and Bridges (DMRB)</i> standards, and in this case would add significantly to scheme costs rendering it unaffordable. One metre 'hard strips' would however be provided as part of the standard for all-purpose trunk roads. |
| | Support for the reduced number and improvement of junctions. | | | | ✓ | | Support is duly noted. |
| | Concerns regarding the capacity of the junctions. General queries regarding the need for widening and whether it would provide required capacity. | | | | ✓ | | The Highways Agency has undertaken traffic capacity assessments of the highway links and junctions, as well as assessing the general capacity of the scheme. These demonstrate that in the year 2035 the scheme, including the section at Bar Hill and the proposed widening would have adequate capacity to accommodate predicted future traffic levels. This is reported in the <i>Transport Assessment (doc 7.2)</i> . |
| | The National Farmers Union are pleased that the local access roads include wide hard shoulders. | | | | | ✓ | The local access road that would run parallel to the proposed A14 includes one metre 'hard strip' which is the appropriate provision for this standard of road. |
| Non-motorised users (NMU) | Lolworth Parish Council suggested additional measures including segregation of different users, provision of a five metre cycle track and provision of an additional three metres of regularly cut grass for horse riders. | ✓ | | | | | The NMU facilities would be shared by pedestrians, cyclists and equestrian, and would be designed in accordance with the Highways Agency's and the Department for Transport Standards. |
| | South Cambridgeshire District Council (hosting authority – "B") support efforts to | | ✓ | | | | Support duly noted. Histon junction would include signalised NMU crossings of |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | maintain and reconnect NMU routes. The Council also requested that any improvements to the Histon junction should consider the needs of cyclists, and seek to improve safety. | | | | | | the west and east facing slip roads as in the existing arrangement, and would maintain the continuous north/south NMU facilities across the junction on both sides. |
| | The Cambridge Group of Ramblers Association made requests regarding NMU provisions, including: continuing NMU provisions from the Swavesey junction to Cambridge Road and Fen Drayton; providing NMU facilities on the original bridge over the A14 from Oakington to Dry Drayton and providing a footpath alongside the A14 to connect Lolworth with Bar Hill Services. | | | ✓ | | | The shared NMU facility would extend along the de-trunked A14 to Mill Road, Fenstanton. Shared NMU facilities would be provided on Dry Drayton Bridge. The footpath would extend southeast and connect into the existing bridleway Bar Hill 1. A proposed new bridleway would then extend to Saxon Way roundabout and would also provide access to Bar Hill services located on the south side of the A14. |
| | Suggestions for improvement to NMU provisions, including separation of users and access to workplaces. | | | | ✓ | | A continuous, high quality and segregated NMU facility is provided alongside the local access road between Huntingdon Road, Dry Drayton and Fenstanton. The facilities are all designed to accept current national design standards which also reflect best practice and Sustrans guidance, and will allow for a significant flow of NMU users along this corridor. |
| | Requests that Girton interchange is made more accessible to NMU and that the footpath link from Fen Drayton to Conington is reinstated. | | | | ✓ | | A network of NMU connections around the Girton interchange area would allow interconnection of all the NMU routes. Connection between Fen Drayton and Conington would be achieved via the proposed shared NMU facilities along the local access road and New Barns Lane bridge. The proposed new NMU bridge at the Swavesey junction would help facilitate movement across the A14 carriageways. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|--------------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | The University of Cambridge queried the quality of the NMU proposals and were disappointed that there would not be a cycle track south of the A14 between Crafts Way (Bar Hill) and the local access road. | | | | | ✓ | The NMU facilities would be designed in accordance with the Highways Agency's and the Department for Transport (DfT) standard. Provision of a cycle track south of the golf course is beyond the scope of the scheme and requires land not included in this DCO application. |
| Property and land | Supportive of the proposals but concerned that any additional housing will impact on property values. | | | ✓ | | | Whilst the Highways Agency can make recommendations on future planned developments based on the potential impact on the strategic road network, the decision as to whether a development is approved is for the local planning authority to manage. |
| | Queries regarding the amount and location of land required for this element of the scheme. | | | ✓ | ✓ | | The <i>Land Plans (doc 2.3)</i> and <i>Works Plans (doc 2.3)</i> show the land that is required to construct and operate the scheme. The <i>Statement of Reasons (doc 4.1)</i> provides an explanation of why the Highways Agency requires legal powers to compulsorily purchase land. Land required has been informed by an environmental impact assessment and seeks to avoid sensitive resources and likely significant effects. |
| Safety | Suffolk County Council (neighbouring authority – "D") raised concerns regarding the potential risk of accidents. | | ✓ | | | | The local access road helps fulfil a key objective of the scheme by segregating local traffic from long-distance and commuter traffic between Fen Drayton and Girton. Widening the A14, reduction of junctions, removing of direct accesses and laybys from the A14, introducing an Intelligent Transport System (ITS) and segregating local traffic would greatly improve safety. |
| | This area has a high level of accidents, and the proposal will improve safety. | | | | ✓ | | Measures including widening the A14, reducing the number of junctions, removing of direct accesses and laybys from the A14, introducing an Intelligent Transport System (ITS) and segregating local traffic would greatly improve safety. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Good signage will be required. | | | | ✓ | | Modern road signage, with the majority of direction signs placed on gantries above the road will be incorporated into the scheme design. Traffic signs will be designed in accordance with the <i>Design Manual for Roads and Bridges (DMRB)</i> and Traffic Signs Regulations and General Directions (TSRGD). |
| Scheme scope | Request that the access loop of the Lolworth northern bridge approach is reversed away from the cottages. | | | ✓ | | | The proposed layout offers the best compromise between providing access to Lolworth and access to Hill Farm Cottages/Hill Farm. Switching the loop to the east would result in a significant increase in length of the access to Hill Farm Cottages/Hill Farm. |
| | Suggestions for investment in other infrastructure, such as public transport and rail links, to reduce road usage. Requests for greater use of the A428, requests for a Willingham bypass, and requests for a single lane dual carriageway between M11 and A14 with the M11 lane providing local access to Cambridge. | | | | ✓ | | Measures identified in the <i>Cambridge to Huntingdon Multi Modal Study (CHUMMS, 2001)</i> which included rail improvements with the Felixstowe to Nuneaton line and the development of a guided busway have now been delivered leaving the A14 Cambridge to Huntingdon improvement scheme as an important outstanding development. More recently, in 2011 a study was commissioned by the Department for Transport, in conjunction with the county councils of Cambridgeshire, Suffolk and Northamptonshire, to look at multi-modal transport solutions to the issues of congestion of the A14 between Cambridge and Huntingdon. A third A14 study (A14 Study Output 3) was then produced in November 2012 comprising an appraisal of the shortlisted public transport, rail freight and highway packages identified in the previous stage of the study. The public transport package included proposals for a new park-and-ride site and the introduction of new local bus services to connect outlying settlements with Cambridge City Centre. The rail freight |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|----------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | package consisted of proposals for new and expanded strategic rail freight infrastructure, including new links between the Felixstowe branch line and the Great Eastern Mainline and the remodelling of sections of the railway between Felixstowe and Nuneaton. The rail freight package was forecast to reduce HGV traffic on the A14 in the core study area by up to 11%, which would offset between 60% and 80% percent of the forecast growth in HGV traffic between 2011 and 2031. The public transport package would equate to a reduction of less than one percent of the peak-hour traffic on the A14 trunk road. |
| | The National Farmers Union suggested that dual lanes would make agricultural vehicles movements easier for local traffic. | | | | | ✓ | Support duly noted. Where required, proposed roads would be widened on curves to allow for the larger swept paths of longer vehicles such as agricultural vehicles. |
| | Northstowe Joint Development Control Committee highlighted a gap between the Bar Hill junction improvements and the new Homes and Communities Agency (HCA) southern access road (west) roundabout, where there will need to be an upgrade to the B1050. | | | | | ✓ | The Highways Agency has been engaged with the developers of Northstowe. The layout and dualling of the B1050 has been amended to provide two lanes in each direction between the Bar Hill junction and the southern access to the Northstowe Phase 2 development. A common tie-in point on the B1050 has been provisionally agreed so both A14 and Northstowe projects can tie in with little modification. |
| Traffic | Boxworth Parish Council raised concerns regarding possible rat running through the village to access the A14 if the A428 is blocked. | ✓ | | | | | In the unlikely event of a closure of the A428, a suitable diversionary route would be agreed. It is not anticipated that traffic through Boxworth would increase as a result of the scheme. |
| | Suffolk County Council (neighbouring authority – “D”) provided results and recommendations for the widening of the | | ✓ | | | | The Highways Agency’s traffic model has been built using new data collected in 2014 and following WebTAG procedures. It takes full account of the mix of strategic and |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | existing A14 based on the Council's own traffic model. | | | | | | local traffic in this area. |
| | The additional road capacity is required. | | | ✓ | | | Agreed. |
| | Concerns that road widening could increase congestion, and concerns regarding bottlenecks when lanes are reduced. Requests for more capacity to be incorporated into the design. | | | ✓ | ✓ | | The Highways Agency's traffic model has been built using new data collected in 2014 and follows procedures set out in Government transport appraisal guidelines. The design takes full account of, and is appropriate for, the forecast level of traffic. |
| | This will improve traffic flow. | | | | ✓ | | Support duly noted. |
| | Babergh District Council noted that there is too much commuter traffic and too little resilience capacity. | | | | | ✓ | The scheme design takes full account of, and is appropriate for, the forecast level of traffic. A local access road is being provided parallel to the A14 for commuter traffic into Cambridge from St Ives and local villages on the north west side of Cambridge. |
| | Joint Parishes Heavy Commercial Vehicles queried whether the proposed Ely bypass has been taken into account in the traffic model. | | | | | ✓ | The proposed Ely Bypass is not expected to make any material difference to the forecasts for the A14. |

10.5 Summary of changes made to proposals

10.5.1 *Table 10.4* below provides a summary of the key design changes made to this element of the scheme in response to consultation feedback. Appendix E, *Table 10* summarises all comments received and confirms where these relate to a change to the proposal in each case.

Table 10.4: Proposed changes following consultation feedback

| Consultation feedback | Change to the proposal since the formal consultation | Location of design change ¹¹ |
|---|---|---|
| Concerns over access and impacts in regard to Menzies Hotel and Golf Course | The proposed road alignment has been adjusted northwards to allow better alignment with the Bar Hill junction and to reduce environmental impact on the golf course vegetation and buildings. | Sheets 17 and 18 |
| Object to blocking of two access points that run directly from the A14 to Hazlewell Farm and Slate Hall Farm in Lolworth | The scheme has been modified to provide accesses to Slate Hall Farm and Bridleway 15/10. | Sheets 17 and 18 |
| A common access is requested to Hazlewell Farm and Slate Hall Farm | The scheme has been modified to provide a common access to the site. | Sheet 17 |
| Access concerns for New Barns Farm | A permanent access track would be provided along the frontage with the A14, This would be provided with rights to access from New Barns Farm to Brickyard Farm. Further to feedback a new crossing of Covells drain on the access track has been included in the scheme. | Sheets 13 and 15 |
| Field Access at Hill Farm | An access road and bridge would be provided into the field. | Sheet 16 |
| Access to Noon Folly Farm | The proposals have been amended to include an alternative means of access from the local access road. | Sheet 17 |
| New tracks required to access farm land south of the existing A14 (near the crematorium) | A new replacement track would be provided as part of the accommodation works, linking to the new roundabout. | Sheet 18 |
| Suggest direct access from the east (A14) to the services at Swavesey | A dedicated westbound off-slip to serve the Cambridge Service Area and the road to Boxworth has been added to the design at Swavesey junction. | Sheets 15 and 16 |
| The extent of land | Bar Hill junction layout has been modified to remove | Sheet 17 |

¹¹ These locations can be identified on the sheets referenced and provided in the *General Arrangement Plans (document reference 2.2)*, within *Volume 2 Plans/Drawings/Sections* of the DCO application.

| Consultation feedback | Change to the proposal since the formal consultation | Location of design change ¹¹ |
|--|---|---|
| affected by the scheme at Noon Folly Farm could be reduced | the need for the west link form Hatton's Road to the local access road. | |
| Concerns that development might lead to a greater flood risk near Oakington, Swavesey and/or Girton | Following further flood modelling and Environment Agency consultation, additional flood compensation areas have been added to the scheme within the vicinity of Oakington. These, along with the balancing ponds identified, would help ensure the risk of flooding is not increased. | Sheets 13, 16, 17, 18 and 20 |
| Proposals show a small length of hedge running along Hill Farm track on the line of the existing tree line. This should be removed as it would be difficult to maintain and there would be no benefit | The hedge has been removed from the scheme. | Sheet 16 |
| Concerns regarding poor existing junctions causing congestion and safety issues | As a result of the formal consultation in Spring 2014 and subsequent informal engagement, further improvements have been made to several junctions on this section of road. | Sheets 15, 17 and 20 |
| Concerns regarding NMU routes particularly at junctions | Improvements made since consultation at junctions, and to improve connectivity. | Sheets 15, 17 and 20 |

11 Widening of existing Cambridge Northern Bypass between Histon and Milton

11.1 Overview

- 11.1.1 This element of the scheme includes the widening of a 2.5 km (1.5 miles) section of the Cambridge Northern Bypass between Histon and Milton from the existing two lane dual carriageway to a three lane dual carriageway. The section of the A14 between Girton interchange and Histon has already been widened as part of the A14 Junction 31 to 32 Eastbound and Westbound improvements scheme and as such it does not form part of the A14 Cambridge to Huntingdon improvement scheme.
- 11.1.2 This chapter relates to question 8a and 8b of the questionnaire (a copy of the questionnaire is provided in Appendix B), as quoted below:

8 Widening of the existing Cambridge Northern Bypass between Histon and Milton.

8a Do you agree with the proposals for this area? (Please tick):

Yes No Unsure

8b Please explain your reasons for your responses and anything else we should take into account in this area.

- 11.1.3 The chapter provides an overview of the questionnaire comments received. It also includes comments received by letter and email (non-questionnaire responses), which refer specifically to the proposed widening of the existing Cambridge Northern Bypass. It relates only to the consultation feedback received in response to the statutory consultation processes from 7th April to 15th June 2014

11.2 Consultation responses received

- 11.2.1 Of the total of 1,152 questionnaires received, 882 consultees responded to question 8a of the questionnaire.
- 11.2.2 A total of 354 consultees provided written responses that relate to the widening of a section of the Cambridge Northern Bypass between Histon and Milton (question 8b), making a total of 422 comments. Written responses were provided as follows:
- 332 questionnaire responses to question 8b;
 - 17 letters that relate to the proposed widening of the existing Cambridge Northern Bypass; and
 - 5 emails that relate to the proposed widening of the existing Cambridge Northern Bypass.
- 11.2.3 Table 11.1 provides a breakdown of the consultees that responded. The numbers of consultees listed under section 47 below includes consultees

that responded to the section 48 publication as this was undertaken within the same time period (7 April to 15 June 2014).

Table 11.1: Breakdown of respondents to the widening of the existing Cambridge Northern Bypass between Histon and Milton proposals by consultee strand (question 8a, question 8b and correspondence)

| Responses to question 8a | | Written responses to question 8b | |
|---------------------------|---|----------------------------------|--|
| Total number of responses | Consultee | Total number of responses | Consultee |
| Consultee strand | | | |
| s42(1)(a) | Prescribed consultee | | |
| 5 | <ul style="list-style-type: none"> • Anglian Water • Associated British Ports • Lolworth Parish Council • Offord Cluny and Offord D'arcy Parish Council • Old West Internal Drainage Board | 3 | <ul style="list-style-type: none"> • Associated British Ports • Histon and Impington Parish Council • Milton Parish Council |
| s42(1)(b) | Local authority | | |
| 1 | Bedford Borough Council (neighbouring authority – “D”) | 5 | <ul style="list-style-type: none"> • Cambridge City Council (hosting authority – “B”) • Cambridgeshire County Council (hosting authority – “C”) • Essex County Council (neighbouring authority – “D”) • South Cambridgeshire District Council (hosting authority – “B”) • Suffolk County Council (neighbouring authority – “D”) |

| Responses to question 8a | | Written responses to question 8b | |
|--------------------------------|---|----------------------------------|---|
| Total number of responses | Consultee | Total number of responses | Consultee |
| s42(1)(d) Land interest | | | |
| 51 | 10 land interest organisations: <ul style="list-style-type: none"> • Cambridge Regional College • Gallagher Estates • Domino UK Ltd • IAC Wright • The Ramblers, Cambridge Group • Ebeni Ltd • Church Commissioners for England • Wood Green, The Animals Charity • Savills • Conington Pub Co Ltd 41 land interest individuals | 20 | Six land interest organisations <ul style="list-style-type: none"> • Alexanders • Chivers Farms Limited • Gallagher Estates • NIAB Trust and NIAB Limited • St John's College • The Ramblers, Cambridge Group 14 land interest individuals |
| s47 Local community | | | |
| 816 | 816 local community respondents | 316 | 316 local community respondents |
| s47 Key stakeholders | | | |
| 9 | <ul style="list-style-type: none"> • University of Cambridge • Great Paxton Parish Council • Swavesey Bridleways • Stansted Airport Ltd • Essex Chambers of Commerce • Great Yarmouth Borough Council • Cyclists' Touring Club • Hilton Parish Council • A14 Action Group • Abbots Ripton Parish Council | 10 | <ul style="list-style-type: none"> • CPRE Cambridgeshire • Cyclists' Touring Club • Freight Transport Association (FTA) • Hilton Parish Council • A14 Action Group • Huntingdon & Godmanchester Civic Society • Joint Parishes HCV (villages of Bluntisham, Cottenham, Earith, Haddenham, Hilton, Mepal, Sutton and Wilburton) • Road Haulage Association • Shelford & District Bridleways Group • Swavesey Bridleways • University of Cambridge |

11.3 Level of agreement with the proposals

11.3.1 Of the 1,152 questionnaires received, 882 questionnaire respondents answered question 8a. Figure 11.1 demonstrates that of the 882

respondents, 72% agreed with the widening of the existing Cambridge Northern Bypass, 9 per cent did not agree and 19% were unsure.

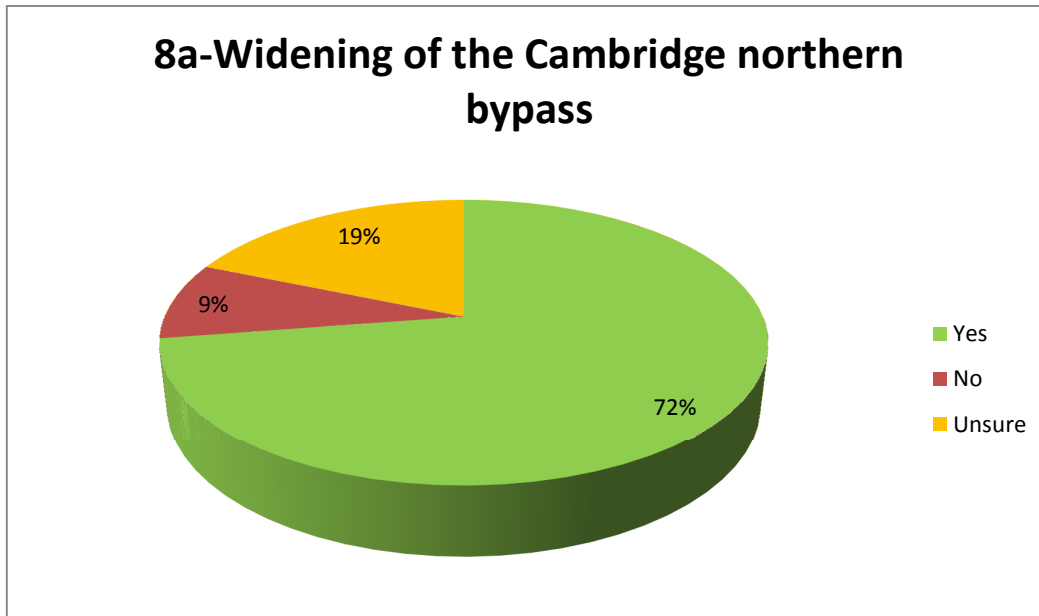


Figure 11.1: Questionnaire responses (882): ‘Question 8a Do you agree with the proposals for this area?’

11.3.2 *Table 11.2* categorises the count of questionnaire responses to question 8a by consultee strand. The majority of respondents across all consultee strands agreed with the widening of the existing Cambridge Northern Bypass. However, almost one fifth of local community consultees (s47) were unsure.

Table 11.2: Consultee strand breakdown to question 8a

| Consultee strand (Count) | No | Unsure | Yes | Total |
|---------------------------------|-----------|------------|------------|------------|
| s42(1)(a) Prescribed Consultees | 0 | 2 | 3 | 5 |
| s42(1)(b) Local Authorities | 0 | 1 | 0 | 1 |
| s42(1)(d) Land Interests | 3 | 15 | 33 | 51 |
| s47 Local Community | 72 | 146 | 597 | 815 |
| Key stakeholders (section 47) | 2 | 1 | 7 | 10 |
| Total | 77 | 165 | 640 | 882 |

11.4 Analysis of written responses

11.4.1 Figure 11.2 illustrates the number of consultees that commented against each topic when responding to question 8b or by providing other written correspondence.

The most frequently raised topics among local community respondents were traffic, general design and the environment. Among the consultees with a land interest (s42(1)(d)), the most frequently raised topics were in regard to traffic and general design. Local authorities (s42(1)(b)) and prescribed consultees (s42(1)(a)) made comments related to general design, traffic and the environment.

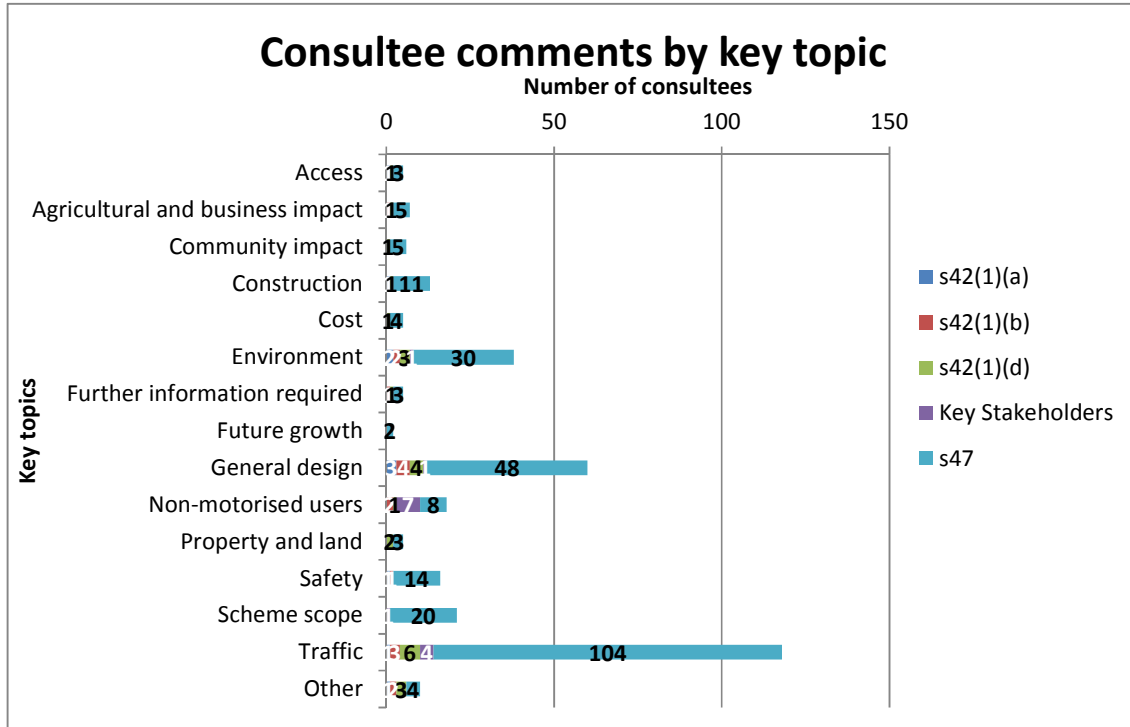


Figure 11.2: Topics raised by consultees

11.4.2 Figure 11.3 shows the number of comments received regarding each topic and is further categorised by those that answered ‘yes’, ‘no’ or ‘unsure’ to question 8a (does the respondent agree with the proposals to widen the existing Cambridge Northern Bypass). It shows that of those that disagree with this element of the scheme, the most frequently cited reasons relate to the environment, traffic and the general design. Of those that agree with this element of the scheme the most frequently cited reasons related to traffic and general design.

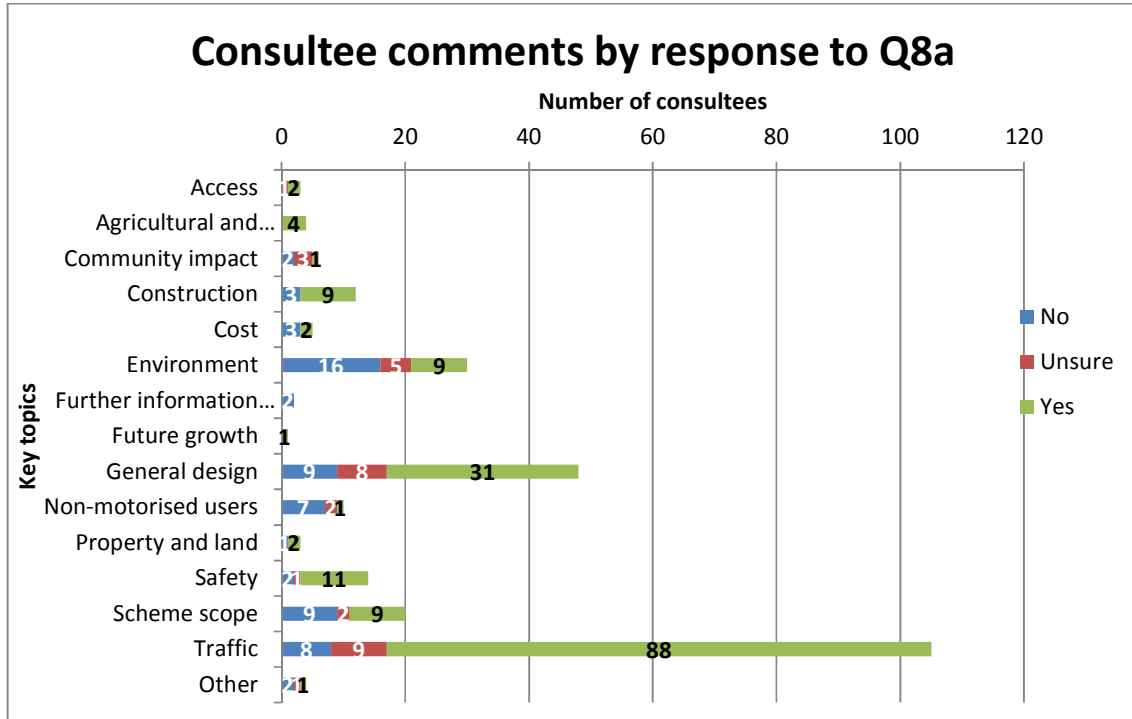


Figure 11.3: Agreement with proposals in relation to topics raised

11.4.3 Comments concerning traffic relate to traffic flow and the operation of the junctions for all road users. Within the 'general design' topic the most frequently mentioned issue was 'junction design' and ensuring that the new junctions are fit for purpose and easy to use. The "other" theme included comments about the lack of information about the proposed junctions.

11.4.4 *Table 11.3* provides a summary of the comments raised regarding the proposals for widening of the existing Cambridge Northern Bypass between Histon and Milton, and the Highways Agency's response. In doing so, it demonstrates how consultation feedback has been taken into account. A full list of comments raised is provided in appendix E, *Table 11*.

Table 11.3: Summary of feedback regarding the widening of the existing Cambridge Northern Bypass between Histon and Milton

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|-------------------------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| Access | The scheme will provide better access to Cambridge city centre and the airport. | | | | ✓ | | The scheme is expected to improve conditions for traffic commuting towards Cambridge city centre and the airport. The scheme would increase capacity at Histon and Milton junctions, and reduce congestion and improving journey times on the Cambridge Northern Bypass. The <i>Transport Assessment</i> (doc 7.2) indicates that the scheme will operate within capacity in 2035. |
| | Access into Cambridge city should be considered further. | | | | ✓ | | |
| | Histon and Impington Parish Council noted concerns about the footpath between the foot of the embankment and the lake, how this would be provided, and maintenance requirements. | ✓ | | | | | |
| Agricultural/ business impact | The bypass will not be suitable for agricultural vehicles and access to alternative roads is not permitted due to weight restrictions. | | | ✓ | | | Agricultural vehicles would be permitted on the new A14 within the scheme, however, they would also be offered an exemption to the weight limit in Huntingdon town centre allowing them to use the de-trunked A14 to access operations east and west of Huntingdon. Following the formal consultation the Highways Agency is continuing to engage with landowners and the National Farmers Union to minimise the impact of the scheme on agricultural businesses. |
| | To access farmland to the east and west of Huntingdon, would be a journey time of up to two hours, which has impacts on farming operations. | | | ✓ | | | |
| | The proposal will have positive economic impacts including, encouraging investment in the east, unlocking business opportunities in | | | | ✓ | | |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|-------------------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | Cambridge that are inaccessible and improving traffic flow to the Cambridge Science Park. | | | | | | of the Cambridge Northern Bypass will be a key part of this. |
| | Essex County Council (neighbouring authority – “D”) and Bedford Borough Council (neighbouring authority – “D”) noted that the A14 north of Cambridge is a key section of the strategic road network, which is important to economic growth. | | ✓ | | | | |
| Community impact | The proposal is close to residential areas. Mitigation to offset the impact of the scheme should be considered. | | | | ✓ | | An assessment of likely significant effects on community has been undertaken, and mitigation measures proposed to minimise adverse effects, and is reported in Chapter 16 of the <i>Environmental Statement</i> (doc 6.1) and demonstrated on the General Arrangement drawings (doc 2.2). The scheme aims to improve access and safety of travel for local people. It would help to keep heavy, through-traffic away from urban and village roads, providing people with less congested and safer access to services and amenities. |
| | It is unclear if the proposals will impact on the villages of Milton and Girton. | | | | ✓ | | An assessment of likely significant effects on community at Milton and Girton has been undertaken, and mitigation measures proposed to minimise adverse effects, and is reported in Chapter 16 of the <i>Environmental Statement</i> (doc 6.1). |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| Construction | Queries on the relationship between the proposals and the 'pinch point' scheme that is currently in construction. | | | | ✓ | | The section between Girton interchange (Junction 31) and Histon Junction (Junction 32) is currently being improved as part of a separate scheme due to be completed early 2015, prior to the start of construction of this scheme. |
| | Concerns that construction will impact on the Blackwell's Gypsy and Traveller site. | | | | ✓ | | <p>An assessment of likely significant effects during construction on Blackwell's Gypsy and Traveller site has been undertaken, and mitigation measures proposed to minimise adverse effects, and is reported in Chapter 16 of the <i>Environmental Statement</i> (doc 6.1).</p> <p>The predicted decrease in noise from road traffic at the Blackwell's Gypsy and Traveller site is likely to cause moderate beneficial effects on dwellings and associated open spaces.</p> <p>Mitigation measures to reduce any impacts are reported in the <i>Environmental Statement</i> (doc 6.1). This includes the <i>Code of Construction Practice</i> (COCP) (<i>Environmental Statement</i> Appendix 20.2 (doc 6.1)). The COCP outlines the standards of work that would be applied by the Highways Agency. Mitigation measures include noise barriers adjacent to the traveller site, and the use of low road noise surfacing.</p> |
| | Construction works will adversely impact on traffic flows. | | | | ✓ | | An assessment of likely significant effects during construction on traffic has been undertaken, and mitigation measures proposed to minimise adverse effects, and is reported in Chapter 7 of the <i>Environmental Statement</i> (doc 6.1), and is also detailed within the <i>Transport Assessment</i> (doc 7.2). |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | <p>The contractors appointed to build the scheme would be required to submit plans for the construction work, in accordance with the <i>Code of Construction Practice</i>, prior to the commencement of any works. These plans would include details of their proposals for traffic management and the routing of construction vehicles and would be reviewed and approved by the Highways Agency. The designated routes for construction works would seek to separate construction vehicles from normal traffic. Heavily invasive works would be limited to off peak hours. Lane and slip closures would be restricted to off-peak hours. The scheme would maintain the existing number of lanes on the A14 where practicable.</p> <p>Mitigation measures to reduce any impacts upon traffic also includes the <i>Code of Construction Practice</i> (COCP) found in <i>Environmental Statement</i> Appendix 20.2 (doc 6.1). The COCP outlines the standards of work that would be applied by the Highways Agency.</p> <p>Specific to the Cambridge Northern Bypass proposals consist of asymmetric widening where possible to minimise work adjacent to live traffic and maximise offline work, thereby reducing the impact on road users.</p> |
| | Histon and Impington Parish Council highlighted concerns with the stability of the earthworks required to support asymmetric widening. | ✓ | | | | | The earthworks would be designed to be stable, taking account of existing ground conditions and the type of material used in construction. |
| Cost | The scheme is a huge expense and not good value for money, there are | | | | ✓ | | The cost of the scheme is proportionate to the size of the scheme as in line with industry standards. A cost benefit |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | alternative options for improvements. In particular, the money could be spent on cycle schemes. | | | | | | analysis has been undertaken, which concludes high value for money, as described in the <i>Case for the Scheme (doc 7.1)</i> . CHUMMS evaluated a range of options and concluded that this scheme was a necessary part of a package of measures, all of which have been implemented with the exception of this scheme. |
| Environment | Histon and Impington Parish Council and other consultees noted that baseline data for existing noise conditions should be measured at residents' properties. Mitigation proposals were suggested including, noise barriers at Histon and Impington and sound reducing surfacing at lanes between Girton and Milton. | ✓ | | ✓ | ✓ | | An assessment of likely significant effects of noise and vibration has been undertaken as part of the EIA and is reported in Chapter 14 of the <i>Environmental Statement (doc 6.1)</i> . Baseline noise levels within the study area have been established by a combination of calculated road traffic noise and measured existing noise levels. Extensive mitigation measures have been designed into the scheme including low noise road surfacing along the whole length of the Cambridge Northern Bypass. Barriers would be provided at the A14/B1049 junction to screen Histon and Impington. The existing 2m high barrier would be replaced with a new 4m high absorptive barrier, and also extended west by 250m with a 3m high absorptive barrier. |
| | Cambridgeshire County Council (hosting authority – “C”) noted support for the widening of the existing bypass subject to detailed discussions on noise mitigation along the whole bypass. | | ✓ | | | | Cambridgeshire County Councils (hosting authority – “C”) support for the proposed widening of the existing Cambridge Northern Bypass is duly noted. Cambridgeshire County Council (hosting authority – “C”) has been consulted throughout the scheme development. The assessment methodology has been agreed with the County Council and the approach to the scheme noise and vibration mitigation has been |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | discussed. Extensive mitigation measures have been designed into the scheme including low noise road surfacing along the whole length of the Cambridge Northern Bypass. Additionally noise barriers would be provided along some sections. |
| | Histon and Impington Parish Council advised the scheme should include earth bunds and planting to reduce impacts. | ✓ | | | | | A landscape and visual impact assessment (LVIA) has been undertaken and is reported in Chapter 10 of the <i>Environmental Statement (doc 6.1)</i> . The planting proposals would establish belts of vegetation that would, over time, provide general screening to the widened road corridor and reduce the significance of visual effects in the long term. The noise assessment that has been undertaken is reported in <i>chapter 14 of the Environmental Statement (6.1)</i> identifies where noise mitigation is required. Noise barriers rather than bunds are proposed along the Cambridge Northern Bypass to minimise land take in built up areas. However noise barriers in the Histon and Impington area would additionally provide visual screening of traffic in some locations between Histon and Milton. |
| | South Cambridgeshire District Council (hosting authority – “B”) noted that impacts on Cambridge and its setting as a historic setting need to be considered as part of the landscape assessment. | | ✓ | | | | A Landscape and Visual Impact Assessment (LVIA) has been undertaken and is reported in Chapter 10 of the <i>Environmental Statement (doc 6.1)</i> . Wider landscape impacts and local landscape character have been considered as part of the LVIA and in the design of a range of mitigation measures integral to the scheme. These include ground shaping and extensive tree and |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | shrub planting to screen where appropriate the highway and traffic flow, and to integrate the scheme into the wider landscape. |
| | South Cambridgeshire District Council (hosting authority – “B”) noted that mitigation measures need to be considered in relation to the NIAB/Darwin Green development. | | ✓ | | | | Impacts on the environment as a result of the construction and operation of the scheme have been assessed and are reported in the <i>Environmental Statement (doc 6.1)</i> . Mitigation measures in relation to NIAB/Darwin Green have been considered, including review of a previously proposed balancing pond and noise and vibration mitigation proposals. |
| | Proposals would have adverse impacts on air quality and climate change. | | | | ✓ | | Impacts on air quality are assessed as part of the environmental impact assessment and are reported, along with proposals for mitigation, in Chapter 8 of the <i>Environmental Statement (doc 6.1)</i> . The assessment in summary concludes no significant effects occur as a result of the scheme. In line with the requirements of the draft National Policy Statement for National Networks, climate change has been taken into account as an intrinsic part of the planning, design and mitigation of the scheme. Chapter 3 of the <i>Environmental Statement (doc 6.1)</i> sets out where climate change considerations have been taken into account as part of the scheme design parameters. The drainage design for the scheme and the flood risk assessment includes allowance for climate change, this is presented in Chapter 17 of the <i>Environmental Statement (doc 6.1)</i> . An assessment of carbon emissions from the scheme is made in Appendix 13.2 of the <i>Environmental</i> |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|-------------------------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | Statement (doc 6.1). |
| Further information required | No comments received in relation to further information requirements. | | | | | | |
| Future growth | The scheme should be delivered in a timely manner to support development. | | | | ✓ | | Support is duly noted. It is anticipated that the statutory DCO process will be complete towards mid-2016, allowing a construction start on site in 2016 with the road open to traffic by 2020. |
| General design | Cambridgeshire County Council (hosting authority – “C”), South Cambridgeshire District Council (hosting authority – “B”) and Cambridge City Council queried the design of the Histon and Milton junctions. | | ✓ | | ✓ | | The scheme includes additional capacity to both Histon and Milton junctions to ensure that the junctions would have sufficient additional capacity for the forecast increase in traffic flows and does not make congestion worse. There has been ongoing technical consultation with Cambridgeshire County Council, the relevant highway authority regarding proposed highway layouts. |
| | Bedford Borough Council (neighbouring authority – “D”) raised an issue with the reduction from two to one lane between the A428 and the bypass. | | ✓ | | | | The <i>Transport Assessment (doc 7.2)</i> indicates that peak hour traffic levels on the A428 eastbound through Girton would be approximately 1,000 to 1,500 vehicles per hour, which is within the capacity of a single lane carriageway. Although a single lane is envisaged, the carriageway will be constructed to two lanes width, with hatching applied on the extra lane for safety reasons. |
| | Suffolk County Council (neighbouring authority – “D”) raised concern with the proposed arrangements where | | ✓ | | | | The existing diverge from the A14 southbound slip road on to the A1307 Huntingdon Road would be closed with a new second diverge created from the M11 slightly further |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | Cambridge bound traffic leaves the A14 southbound carriageway to join the A1307. | | | | | | south connecting to the A1307 at Girton Roundabout East. This would remove the existing diverge and ensure that only A14 bound traffic is using this slip road. |
| | Histon and Impington Parish Council raised concerns with drainage, including the treatment of water run-off from the carriageway between Histon and Girton. | ✓ | | | | | The flood risk assessment is appended to the <i>Environmental Statement</i> (doc 6.1). It concludes the need for a range of mitigation measures including balancing ponds. Some of these mitigation measures modified following the formal consultation and ongoing engagement with the Environment Agency and landowners. Specifically balancing ponds are proposed near to Histon and Girton junctions. With these mitigation measures in place the existing flooding conditions would not be adversely affected. |
| | Histon and Impington Parish Council queried the proposed design at Milton junction. | ✓ | | | | | The scheme would enhance capacity at Milton junction by improving the west facing slip roads, adding a dedicated left turn to the A10 north and adding an extra lane over the east bridge on the circulatory. |
| | Associated British Ports raised issues with traffic at Milton junction related to access to the Cambridge Science Park and westbound traffic. | ✓ | | | | | |
| | Concerns regarding the widening of the slip road at the B1049 junction. | | | ✓ | | | The scheme includes improvements to both Histon and Milton junctions to ensure that the junctions would have sufficient additional capacity for the forecast increase in traffic flows. |
| | Support for upgrading of the existing infrastructure and road widening, requests for upgrade to motorway | | | | ✓ | | Support is duly noted. Changing the proposed road category to motorway has |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|----------------------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | standards. | | | | | | many consequences particularly for non-motorway traffic. Although providing a dual four lane carriageway all-purpose road between Bar Hill and Girton is unusual, it enables traffic to select the correct lane before either carrying on along the A14 or heading south along the M11. Likewise four lanes emerging from the northbound M11 and the A14 link would allow traffic to merge better over this section. The addition of the hard shoulder to the all-purpose road is not in the current <i>DMRB</i> standard, would add significantly to scheme cost and is not considered necessary to meet the scheme objectives. |
| Non-motorised users (NMU) | Further improvements to NMU provision should be provided, with increased crossings especially in regard to junctions. Cambridge City Council (hosting authority – “B”) suggested an on or off-road cycle provision, safety improvements to junctions or increased/enhanced cycle and pedestrian crossings. South Cambridgeshire District Council (hosting authority – “B”) suggested that the new NMU route should be linked to existing and planned cycle routes. | | ✓ | | ✓ | ✓ | NMU links, provided by the scheme, would enhance cycle and pedestrian access and link up to existing and planned routes. The provision of an NMU route running parallel to the Cambridge Northern Bypass is not within the scope of the scheme. This is due to the conclusion that the Highway Agency cannot justify increasing the land required for the scheme in the DCO to accommodate this. It should be noted that NMU routes to avoid the bypass are in place already linking Milton with Huntingdon (via guided bus link), Milton to A428, and Milton to Girton and Bar Hill (via Cambridge). |
| Property and land | The A14 would be brought closer to properties and further mitigation is required to protect these properties. | | | ✓ | ✓ | | The impacts on local communities has been undertaken, and proposals for mitigation to reduce adverse impacts proposed, and is reported in Chapter 16 of the <i>Environmental Statement</i> (doc 6.1). |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | <p>A noise impact assessment has been undertaken and is reported in Chapter 14 of the <i>Environmental Statement</i> (doc 6.1). Extensive mitigation measures have been designed into the scheme to reduce noise impacts during operation including the alignment and cuttings, low noise road surfacing and landscape earthworks to mitigate visual impact and reduce noise. Additional noise mitigation measures have been added to the scheme design since the consultation period, in response to consultation feedback and the technical assessment work.</p> <p>Construction works associated with a road scheme of this scale would inevitably have some impacts on local communities and the environment. These impacts have been assessed, and mitigation measures proposed, and are reported in the <i>Environmental Statement</i> (doc 6.1). Mitigation measures include the provision of a Code of Construction Practice (COCP) (<i>Environmental Statement</i> Appendix 6.4 (doc 6.1)). The COCP outlines the standards of work that would be applied by the Highways Agency to the construction workforce including general site operations, traffic and environmental considerations.</p> |
| | Fencing will be required to prevent unauthorised access to land, particularly if the cycle paths are extended. | | | ✓ | ✓ | | The location and provision of security fencing is a matter for detailed design. The choice of fencing type next to side roads is part of the accommodation works to be agreed with the adjacent landowner, dependant on land usage. |
| | Excessive land is required for ecological mitigation. This has not been subject to consultation with landowners. | | | ✓ | | | Ongoing engagement has been held with consultees with an interest in the land affected by the scheme. The <i>Land Plans</i> (doc Reference 2.3) and <i>Works Plans</i> (doc |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|---------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | Reference 2.4) show the land that is required to construct and operate the scheme. The <i>Statement of Reasons</i> provides an explanation of why the Highways Agency may require legal powers to compulsory purchase land. Land required has been informed by an environmental impact assessment and seeks to avoid sensitive resources and significant effects. |
| Safety | Suffolk County Council (neighbouring authority – “D”) noted that there continue to be safety concerns regarding the proposed design. This section of the road is often the scene of accidents that result in congestion. | | ✓ | | ✓ | | Improving safety is a key objective of the scheme. The scheme provides good forward visibility, grade-separated junctions and no direct access to properties from the new road. This would introduce better lane control, providing adequate capacity for predicted traffic levels and is thereby expected to reduce the number of accidents. |
| Scheme scope | Bedford Borough Council (neighbouring authority – “D”) noted that the scheme could impact the A421 Bedford Southern Bypass, the A1 Black Cat roundabout and the A428 between the A1 and Cambridge. | | ✓ | | | | <p>The scheme would result in a transfer of strategic traffic on to the improved A14, which would result in a reduction of traffic flows on the A428 between the A1198 and Girton interchange. Traffic flows on the section of the A428 to the west of the A1198 are not expected not change significantly. The scheme is expected to have limited impacts on traffic flows at the Black Cat Roundabout on the A1 and the A421 to the west.</p> <p>The scheme has been developed over a number of years. Many options have been considered and evaluated. Formal consultation has been held at key stages of the development process together with ongoing consultations with interested parties. The current scheme is a result of this process to date. Improvements to the A45, A421, A428 and Black Cat Roundabout are outside of the scope</p> |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|----------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | of the scheme. The Highways Agency continues to review the operation of the trunk road network through its route-based strategy studies and will target future improvements where need is greatest. |
| | The widening of the Cambridge Northern Bypass should be extended further along the A14 to relieve congestion. | | | | ✓ | | The scheme has been developed over a number of years and many options have been considered and evaluated. Formal consultation has been held at key stages of the development process together with ongoing consultations with interested parties. The current scheme is a result of this process to date. The Highways Agency would continue to review the operation of the Trunk Road network through the Route Based Strategy studies and would target future improvements where need is greatest. At present further extension of the bypass is outside of the scope and affordability of the scheme. |
| | This stretch of road is a bottleneck. The proposals will help address this. | | | | ✓ | | Support is duly noted. The scheme would provide increased capacity for local and strategic traffic. |
| Traffic | Widening roads to reduce congestion will not work. | | | | ✓ | | The scheme would provide increased capacity for local and strategic traffic by widening the A14 between Histon and Milton to three lanes in each direction. This is in addition to the current Highways Agency 'Pinchpoint Scheme' between Girton and Histon. The scheme also includes improvements to both Histon and Milton junctions to ensure that, despite the forecast increase in traffic flows at these junctions, future conditions with the scheme would be no worse than if the scheme does not go ahead. Without improvement, congestion on the A14 trunk road |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | <p>would become worse and be a constraint to housing and business growth in the Cambridge and Huntingdon area. Local businesses need access to a large labour markets, requiring people to commute into and out of the area. Businesses also depend on efficient freight movements. The scheme would allow local businesses to operate more efficiently and provide capacity to support proposed residential growth.</p> <p>Originally twenty one route options were considered for the alignment of the road. This was later refined to six options by identifying scheme options which offered both the best value for money and the best solutions to the scheme objectives. This ensured that additional money was not spent on a scheme which would fundamentally offer the same outcome. These six options were the subject of consultation in September/October 2013 and inform the current proposals that the Highways Agency is now pursuing.</p> <p>Extensive traffic modelling studies have been undertaken in order to ensure that the proposed layouts would reduce congestion and accommodate predicted traffic levels.</p> |
| | Forecast traffic flows were requested to show that the design will ease existing congestion issues and planned growth. | | | | ✓ | | The <i>Transport Assessment (doc 7.2)</i> demonstrates that the scheme has adequate capacity to accommodate predicted traffic levels, including weaving at junctions up until the year 2035. |
| | Histon and Impington Parish Council requested a 50mph or 60mph speed limit. | ✓ | | | | | The improvement will be designed to modern highway standards set out in the Design Manual for Roads and Bridges. There will be no need for a speed limit lower than |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | the national limit. |
| | Histon and Impington Parish Council noted that residents of Histon, Cottenham and Oakington accessing the southbound M11 will use the B1049 to reduce distance, which will result in congestion. | ✓ | | | | | Residents of Histon, Cottenham and Oakington could travel either via Bar Hill or B0149 Histon to access the M11. Despite the Bar Hill route being longer in distance it would be offset by the journey time savings associated with the improved operation of the A14 between Bar Hill and Girton. Chapter 7 of the <i>Transport Assessment (doc 7.2)</i> demonstrates that there would be limited change in the volume of traffic using B1049 at Histon as a result of the scheme |
| | Cambridge City Council (hosting authority – “B”) noted that there is insufficient information on impacts to the key routes in Cambridge. | | ✓ | | | | Chapter 7 of the <i>Transport Assessment (doc 7.2)</i> demonstrates that there would be limited change in the volume of traffic using the key radial routes into Cambridge from the A14 as a result of the scheme. |
| | Bedford Borough Council (neighbouring authority – “D”) requested further details to confirm that connectivity between Bedford and Cambridge is maintained and improved. | | ✓ | | | | Improvements to the A428 are not included within the A14 improvement scheme. The Highways Agency continues to review the operation of the trunk road network through its Route Based Strategy studies and will target future improvements where need is greatest. However, as a result of the transfer of strategic traffic on to the improved A14, chapter 7 of the <i>Transport Assessment (doc 7.2)</i> indicates that daily traffic flows on the A428 between the A1198 and Girton interchange in 2035 would reduce from 55,300 vehicles per day without the scheme to 48,200 vehicles per day with the scheme. Traffic forecasts suggest that traffic flows on the section of |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|---------------|---------------|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | the A428 to the west of the A1198 would not change significantly, with daily traffic flows forecast to decrease from 29,700 vehicles per day to 29,500 vehicles per day (-1 per cent). |

11.5 Summary of changes made to proposals

11.5.1 Table 11.4 below provides a summary of the key design changes made to this element of the scheme in response to consultation feedback. *Appendix E, table 11* provides a more detailed account of comments and identifies where these comments relate to a change to the scheme.

Table 11.4: Proposed changes following consultation

| Consultation feedback | Change to the proposal since the formal consultation | Location of design change ¹² |
|---|---|---|
| Concerns about the footpath between the foot of the embankment and the lake east of Histon junction | The scheme design would provide sufficient space to maintain the footpath along the edge of the lake. The boundary has been modified to allow for access. | Sheet 23 |
| Concern regarding access to the pond to the north of the A14, west of Histon junction | Access to the proposed pond to the north west of Histon junction has been amended and no longer utilises farm tracks. | Sheet 23 |
| Widening the road would not have enough of an impact. Access into Cambridge from the road has to be considered | The scheme would now also include further improvements (widening key junction approaches) to both Histon and Milton junctions to improve capacity. | Sheet 23 and 24 |
| Conflict between the Highways Agency proposals for balancing ponds and those of the Darwin Green Developer for earth bunds | The Highways Agency balancing pond referred to has been removed as part of scheme revisions and therefore no longer poses an issue. | Sheet 23 |
| Concerns regarding the Histon junction roundabout | The design has been refined further since the formal consultation in response to consultation feedback and ongoing technical studies. A third lane flare for the B1049 Cambridge Road North on the approach to the roundabout has been added to improve capacity. | Sheet 23 |
| Noise impacts at Girton | The location of the proposed noise barrier adjacent to Girton has been amended to a more effective location from the roadside to the top of the existing cutting, near Girton. | Sheet 21 and 22 |

¹² These locations can be identified on the sheets referenced and provided in the *General Arrangement Plans (document reference 2.2)*, within *Volume 2 Plans/Drawings/Sections* of the DCO application.

12 New local access road between Fen Drayton and Girton

12.1 Overview

- 12.1.1 This section of the scheme relates to the construction of a new dual two lane local access road from Fen Drayton to the Swavesey junction, and a single carriageway from Swavesey onwards to Girton interchange. *Chapter 2*, of this document provides further information on this element of the scheme.
- 12.1.2 This chapter relates to question 9a and 9b of the questionnaire (a copy of the questionnaire is provided in *Appendix B*), as quoted below:

9 New local access road between Fen Drayton and Girton

9a Do you agree with the proposals for this area?

Yes No Unsure

9b Please explain your reasons for your response and anything else we should take into account in this area.

- 12.1.3 The chapter provides an overview of the questionnaire comments received. It also includes comments received by letter and email (non-questionnaire responses), which refer specifically to the new local access road proposals. It relates only to the consultation feedback received in response to the statutory consultation processes from 7 April to 15 June 2014.

12.2 Consultation responses received

- 12.2.1 Of the total of 1,152 questionnaires received, 869 consultees responded to question 9a of the questionnaire. A total of 336 consultees provided written responses that relate to the proposed local access road (question 9b), making a total of 388 comments. Written responses were received as follows:
- 312 questionnaire responses to question 9b;
 - 22 letters that include comments relating to the new local access road proposals; and
 - 2 emails that include comments relating to the new local access road proposals.
- 12.2.2 *Table 12.1* provides a breakdown of the consultees that responded. The numbers of consultees listed under s47 include consultees that responded to the Section 48 publication as this was undertaken within the same time period (7 April to 15 June 2014).

Table 12.1: Breakdown of consultees that responded to the new local access road proposals by consultee strand (question 9a, question 9b, letters and emails)

| Respondents to question 9a | | Respondents to question 9b, letters and emails | |
|---------------------------------------|---|--|--|
| Total number of respondents | Consultee | Total number of respondents | Consultee |
| Consultee strand | | | |
| s42(1)(a) Prescribed consultee | | | |
| 5 | <ul style="list-style-type: none"> • Anglian Water • Associated British Ports • Lolworth Parish Meeting • Offord Cluny and Offord D'arcy Parish Council • Old West IDB | 5 | <ul style="list-style-type: none"> • Bar Hill Parish Council • Boxworth Parish Meeting • Lolworth Parish Meeting • Madingley Parish Council • Oakington and Westwick Parish Council |
| s42(1)(b) Local authority | | | |
| 0 | n/a | 4 | <ul style="list-style-type: none"> • Cambridge City Council (Neighbouring authority) • Cambridgeshire County Council (Host authority) • South Cambridgeshire District Council (Host authority) • Suffolk County Council (Neighbouring authority) |
| s42(1)(d) Land interest | | | |
| 47 | <p>Ten land interest organisations:</p> <ul style="list-style-type: none"> • Cambridge Regional College • Domino UK Ltd • IAC Wright • Ebeni Ltd • Gallagher Estates • Church Commissioners for England • Conington Pub Co Ltd. • Wood Green, The Animals Charity • The Ramblers, Cambridge Group • Savills <p>37 land interest individuals</p> | 21 | <p>Six land interest organisations:</p> <ul style="list-style-type: none"> • Trinity College Cambridge • Gallagher Estates • PX Farms Ltd & Dry Drayton Estate Ltd • Hazlewell Land (RW Cowell) • IAC Wright • The Ramblers, Cambridge Group <p>15 land interest individuals</p> |
| s47 Local community | | | |
| 806 | 806 local community respondents | 299 | 299 local community respondents |
| s47 Key stakeholders | | | |

| Respondents to question 9a | | Respondents to question 9b, letters and emails | |
|-----------------------------|---|--|--|
| Total number of respondents | Consultee | Total number of respondents | Consultee |
| Consultee strand | | | |
| 9 | <ul style="list-style-type: none"> • Abbots Ripton Parish Council • Cyclists' Touring Club • Essex Chambers of Commerce • Swavesey Bridleways • University of Cambridge • Gt Paxton Parish Council • Stansted Airport Ltd • Great Yarmouth Borough Council • Hilton Parish Council • A14 Action Group | 7 | <ul style="list-style-type: none"> • Campaign to Protect Rural England (CPRE) • Cyclists' Touring Club (CTC) • Joint Parishes HCV (villages of Bluntisham, Cottenham, Earith, Haddenham, Hilton, Mepal, Sutton and Wilburton) • Northstowe Joint Development Control Committee • Road Haulage Association • University of Cambridge • British Horse Society |

12.3 Level of agreement with the proposals

12.3.1 Of the 1,152 questionnaires received, 869 questionnaire respondents answered question 9a. *Figure 12.1* demonstrates that of the 869 respondents, 62% agreed with the new local access road proposals, ten per cent did not agree and 28% were unsure.

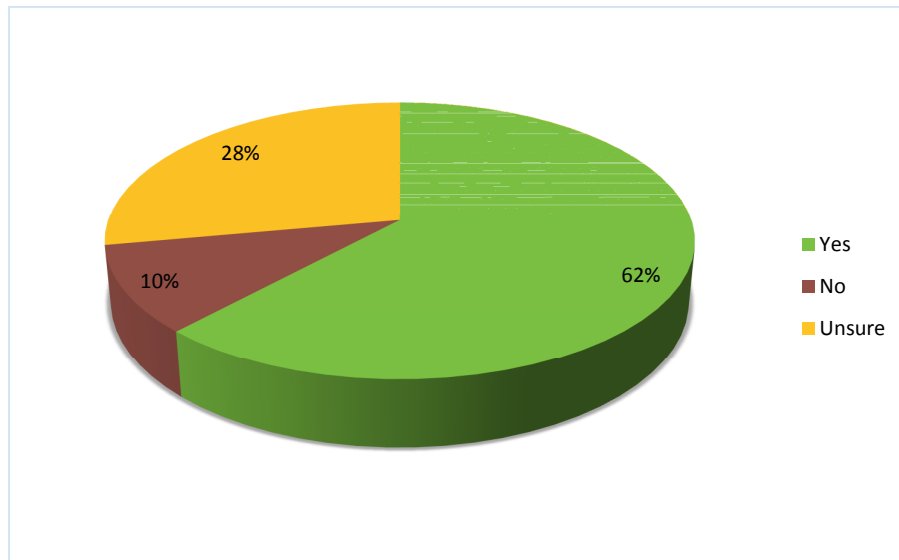


Figure 12.1: Questionnaire responses (869): 'Q9a: Do you agree with the proposals for a new local access road between Fen Drayton and Girton?'

12.3.2 *Table 12.2* categorises the count of questionnaire responses to question 9a by consultee strand. The majority of respondents across all consultee

strands agreed with the new local access road proposals. However, 42% of land interests were unsure and 20% of key stakeholders disagreed with the proposals. No local authorities provided a response to this question.

Table 12.2: Consultee strand breakdown to question 9a

| Consultation strand (count) | No | Unsure | Yes | Total |
|---------------------------------|-----------|------------|------------|------------|
| s42(1)(a) Prescribed consultees | 1 | 1 | 3 | 5 |
| s42(1)(b) Local authorities | 0 | 0 | 0 | 0 |
| s42(1)(d) Land interests | 5 | 20 | 23 | 48 |
| s47 Local community | 80 | 220 | 506 | 806 |
| Key stakeholders (s47) | 2 | 2 | 6 | 10 |
| Total | 88 | 243 | 538 | 869 |

12.4 Analysis of written responses

12.4.1 Figure illustrates the number of consultees that commented by key topic, when responding written response that relate to question 9b.

12.4.2 Overall, the most frequently raised topics among local community consultees were traffic, general design, non-motorised users and access. Among those consultees with a land interest (s42(1)(d)) the most mentioned topics were traffic and general design. Local authorities (s42(1)(b)) and prescribed consultees (s42(1)(a)) made comments related non-motorised users, the environment and access.

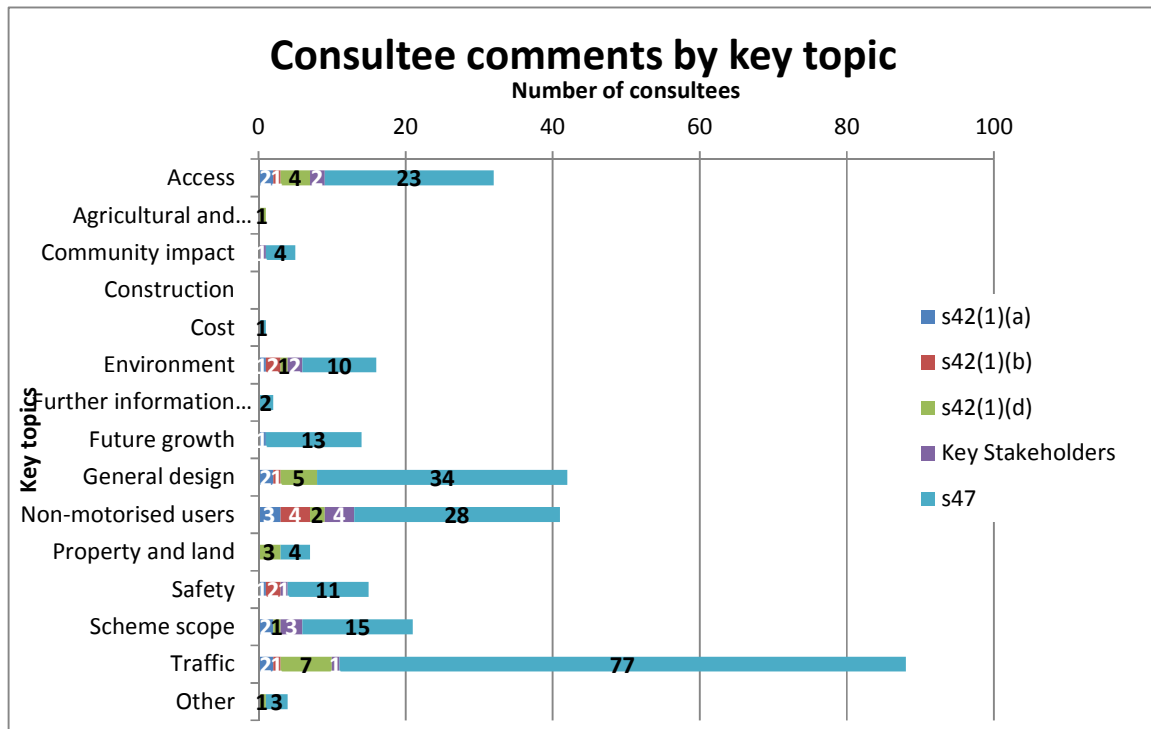


Figure 12.2: Topics raised by consultees

12.4.3 *Figure 12.3* shows the number of comments received regarding each topic and is further categorised by those that answered yes, no or unsure to question 9a. It shows that of those that disagree with this element of the scheme, the most frequently cited reasons were related to traffic, non-motorised users and general design. Whilst, of those that agree with this element of the scheme most frequently cited reasons were traffic, access and non-motorised user issues.

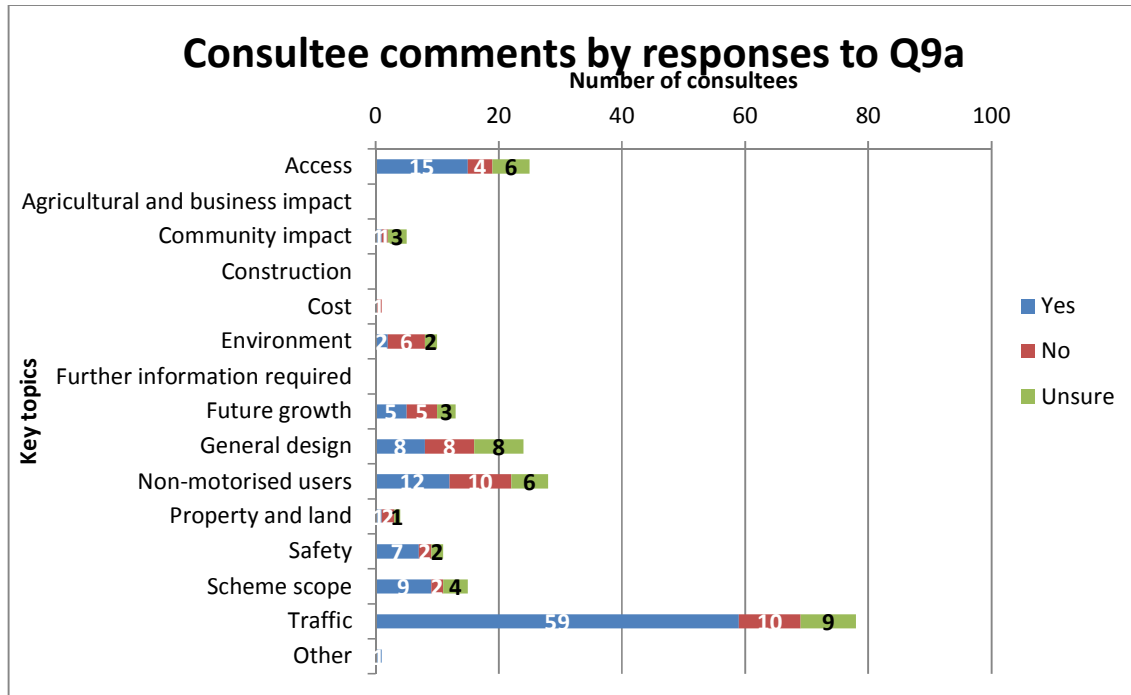


Figure 12.3: Agreement with proposals in relation to topics raised

12.4.4 Comments relating to access included support for the separation of local and strategic traffic, which consultees noted would improve traffic flow, contribute to the improvement of safety and benefit local commuters. Concerns and queries were raised regarding access to specific locations including Bedford, Fen Drayton, Cambridge, Ladysmith Farm, Catch Hall Farm and Cambridge Crematorium.

12.4.5 Comments relating to NMU highlighted support for the provision of NMU routes, subject to quality, safety and segregation standards being met. Requests included the provision of NMU bridges to enable access to the local access road and that consideration should be given to all types of users, including equestrian users.

12.4.6 *Table 12.3* provides a summary of the comments raised regarding the new local access road proposals and the Highways Agency’s response. In doing so, it demonstrates how consultation feedback has been taken into account. A full list of comments raised is provided in appendix E, *Table 12*.

Table 12.3: Summary of feedback regarding the new local access road proposals

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Access | <p>Madingley Parish Council requested that The Avenue should be closed where it joins the new link road, based on local support for this option.</p> <p>The University of Cambridge also raised concerns about the proposed amendments to The Avenue and requested that The Avenue to the north of the new single carriageway road is extinguished and removed, and the existing route is maintained.</p> <p>Other consultees noted that there should be no access to The Avenue via the new local access road.</p> | ✓ | | | ✓ | ✓ | <p>The Avenue is an existing public right of way. Closure of The Avenue is not necessary to the A14 scheme and therefore any changes to the status of The Avenue would be a matter for the local highway authority, Cambridgeshire County Council.</p> <p>A new junction would be formed at the intersection with the local access road.</p> |
| | Oakington and Westwick Parish Council raised concerns regarding decreased accessibility to the A14 from Oakington and Westwick. | ✓ | | | | | <p>Junction 30 of the A14 would be closed in line with the removal of direct accesses onto the A14 so as to remove the mixing of traffic and improve safety. Access to the M11 and A14 east would be via Bar Hill junction and to Cambridge via the local access road and the A1307 Huntingdon Road.</p> |
| | Boxworth Parish Council noted that the principle of separating local traffic and through traffic has been ignored. | ✓ | | | | | <p>The local access road would cater for local traffic however many of the vehicles joining the A14 at Swavesey would be continuing longer journeys on the A14 or M11.</p> |
| | Cambridge City Council expressed their general support for the local access road. | | ✓ | | | | Support is duly noted. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Cambridge City Council and other consultees raised concerns regarding convoluted access to Cambridge Crematorium and requested comprehensive signage. | | ✓ | | ✓ | | Access to the crematorium from the A14 would be via Bar Hill junction and the local access road. Access from Cambridge would be via the A1307 Huntingdon Road and the local access road and from other locations via other local roads. Appropriate signage would be agreed with the local highway authority. |
| | Suffolk County Council noted that the local access road would help to separate local traffic from longer distance strategic traffic. | | ✓ | | | | Support is duly noted. |
| | The local access road would benefit residents of local villages and Northstowe by improving accessibility. | | | ✓ | | | |
| | Concerns about access to private land and facilities. | | | ✓ | | ✓ | Appropriate access to properties would be provided from the local access road and other local roads. |
| | Concerns regarding access to Bedford from the A428 and access to Conington direct from Fen Drayton. | | | ✓ | | | All movements currently provided at the Girton interchange would be maintained and access between Conington and Fen Drayton would be unchanged from the existing situation. |
| | Supportive of the provision of an alternative access to Cambridge Crematorium. | | | | ✓ | | Support is duly noted. The local access road would provide a segregated route for local traffic, which would not therefore be required to access the A14. |
| | New access proposals improve the current situation and local access would be improved. | | | | ✓ | | |
| | Currently no alternative to the A14 for local users wishing to access Cambridge via Huntingdon Road. | | | | ✓ | | The local access road would improve access and provide an alternative route to Huntingdon Road and Cambridge, which would not rely on A14. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|--|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | The proposals would make access to local villages from the A14 more difficult. | | | | ✓ | | Whilst there are less direct accesses from the A14, improved junctions and the new local access road would make access easier and quicker due to reduced traffic and better flow. |
| | Concerns regarding lack of access to the M11 and the additional time this would add to journeys. | | | | ✓ | | |
| | Supportive of the separation of local and through traffic. A new local access road should be for residents only. | | | | ✓ | | |
| Agricultural/ business impact | The scheme destroys high quality Grade II arable farm land and creates small unusable severed fields. | | | ✓ | | | An assessment of impacts on agricultural land is reported in Chapter 16 of the <i>Environmental Statement (doc 6.1)</i> . The assessment concludes that it is estimated that the scheme would require 1,000 hectares of high grade agricultural land, which would have significant adverse effects on 30 farm units. While access routes would be maintained through mitigation, several farms would be severed by the scheme and would have to reorganise to maintain viable. The Highways Agency will continue engagement with land interests in regard to mitigation and compensation measures, and will seek to prevent severance where possible. |
| | The University of Cambridge noted that the alignment of the new local access road would result in the sterilisation of large areas of farmland. | | | | ✓ | | The land indicated would be required for temporary construction purposes. The Highways Agency is engaged with Cambridge University to mitigate the effects on their land. The local access road alignment has been refined to seek to minimise environmental impact. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-------------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Community impact | The University of Cambridge noted that the closure of access to The Avenue would cut it off from the surrounding area and could result in it being used unlawfully. | | | | ✓ | | The Avenue would be stopped up north of the new local access road and would be accessed via a 'T' junction on the local access road by means of a gated field access which should discourage unlawful use. |
| | The impact upon local villages is not certain. | | | | ✓ | | Less traffic, especially heavy goods vehicles, would improve conditions in towns and villages along the existing A14 route. |
| | The Menzies Cambridge Hotel and Golf Course should be protected. | | | | ✓ | | As assessment of impacts on the facility has been reported in Chapter 16 of the <i>Environmental Statement (doc 6.1)</i> . It concludes that there would be a slight adverse, non-significant effect on the facility due to an amenity impact during. |
| Construction | No comments received in relation to construction. | | | | | | |
| Cost | Cambridgeshire County Council requested discussions with the Department for Transport and the Highways Agency regarding funding issues. | | ✓ | | | | Ongoing discussions are held with Cambridgeshire County Council and the Department for Transport. A funding agreement is now in place, between the Highways Agency and the Cambridgeshire County Council. |
| | Money will be wasted, particularly for compensation payments. | | | | ✓ | | The cost benefit analysis concludes that the scheme would provide high value for money. Compensation will be paid to those eligible in accordance with the relevant legislation. The <i>Funding Statement</i> sets out compensation costs. |
| Environment | South Cambridgeshire District Council noted that careful landscape treatment would be required where the local access road would be in close proximity to the A14 near the Buckingham Business Park. | | ✓ | | | | An assessment of the impacts on the landscape has been undertaken and is reported in chapter 10 of the <i>Environmental Statement (doc 6.1)</i> . Since the formal consultation a strip of grassland has been added either side of the local access road, providing a buffer to the A14. Without extending the land take it would not be practicable to add further landscaping works. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | The land to the south of the Cambridge Crematorium is prone to flooding. | | | ✓ | | | A flood risk assessment has been undertaken and is appended to the <i>Environmental Statement (doc 6.1)</i> . Additional flood and drainage mitigation measures have been added to the scheme since the formal consultation. The assessment demonstrates that flood risk would not increase and that flows that would arise from the scheme would not exceed flows that would arise from the undeveloped site. |
| | The new local access road would have a detrimental environmental impact on the local area which should be minimised. | | | | ✓ | | The <i>Environmental Statement (doc 6.1)</i> reported predicted impacts on the environmental and proposed mitigation in accordance with legislation and best practice. The scheme includes the land required for the construction and operation of the scheme, including mitigation measures to avoid reduce significant effects. The <i>Statement of Reasons (doc 4.1)</i> submitted with the DCO application sets out why each parcel of land, including greenfield land, is needed for the scheme. |
| | Concerned about the amount of greenfield land that would be used and request this is reduced where possible. | | | | ✓ | | The <i>Statement of Reasons (doc 4.1)</i> submitted with the DCO application sets out why each parcel of land, including greenfield land, is needed for the scheme. |
| | Noise levels should be more thoroughly considered. | | | | ✓ | | An assessment of noise and vibration impact has been undertaken (chapter 14 of the <i>Environment Statement</i>) and a range of mitigation measures have been built into the scheme design. This includes the alignment of the route itself, the use of cuttings, low-noise road surfacing and landscaped earthworks. Noise barriers would also be provided to reduce or remove significant noise effects at several locations including along the local access road at Hill Farm Cottages. In summary the assessment concludes that there are no identified significant noise effects that would arise from the use of the local access road. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-------------------------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | The impacts upon people's health should be closely considered. | | | | ✓ | | An assessment of air quality, noise and human health impacts has been undertaken and is reported in chapter 18 of the <i>Environmental Statement (doc 6.1)</i> . The assessment has determined that the scheme would contribute to a reduction in air pollution experienced along the A14 Corridor. The scheme would result in some likely adverse noise effects and some beneficial effects to existing noise levels. Mitigation measures have been designed into the scheme, including noise barriers. |
| Further information required | Oakington and Westwick Parish Council highlighted that traffic figures provided at the exhibitions showed no indication of expected movements on the local road between Bar Hill and Girton. | ✓ | | | | | The traffic forecasts indicate that a single carriageway would accommodate forecast traffic flows on the local access road. Most of the trips from Bar Hill and Girton would have a choice of whether to use the local access road or the A14. |
| | Insufficient information and time available during the consultation. | | | ✓ | ✓ | | Information was made available at the consultation events, information points and the Highways Agency web site during the ten-week consultation held between April and June 2014 |
| | Noted that the scheme design proposals changed in April 2014. Confirmation is sought that the scheme being consulted upon reflects the latest proposals. | | | | ✓ | | The scheme consulted upon was the latest design at that time, which included amendments to the design following the October 2013 options consultation. Following the formal consultation period, further amendments were made to the detailed design of the scheme in response to consultation feedback and design development. |
| | Information provided was too complex to understand. | | | | ✓ | | Staff were on hand at consultation events to explain the proposals and contact details were made available for the Highways Agency for further assistance. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|----------------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Future growth | Oakington and Westwick Parish Council raised concerns that the single carriageway roads would not be able to carry the forecast increases in traffic. | ✓ | | | | | The traffic forecasts indicate that a single carriageway would accommodate forecast traffic flows on the local access road, as reported in the <i>Transport Assessment (doc 7.2)</i> . |
| | Consideration should be given to the potential growth in leisure trips to areas such as Fenstanton nature reserves. | | | | ✓ | | Traffic forecasts consider leisure traffic growth which would include areas such as the Fenstanton nature reserves. |
| | Concerns that new housing developments in the area have not been taken into account and would overwhelm the road. | | | | ✓ | | Traffic models predict that the local access road would have adequate capacity to accommodate forecast development growth within Cambridgeshire in the period up to 2035 and includes all developments that are considered to be 'near certain' or 'more than likely' by the local planning authorities in Cambridgeshire. |
| | Query what the route that Northstowe traffic will take. | | | | ✓ | | Northstowe is subject to a separate planning application in which details of the access routes can be found. The principal access onto the A14 would be via Bar Hill junction which has been designed to have capacity for both phases of the Northstowe development. |
| | The proposals will encourage future development in the area. | | | | ✓ | | Development in the area is currently restricted, which has adverse socio-economic impacts. An objective of the scheme is therefore to unlock growth and enable development within the area, as set out in the <i>Case for the Scheme (doc 7.1)</i> . |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-----------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| General design | Lolworth Parish Council raised concerns that the position of the local access road would enable asymmetric widening of the A14, thereby bringing the road closer to Lolworth village. | ✓ | | | | | Asymmetric widening allows safe offline construction and less disruption to road users. The existing A14 would be widened and the redundant eastbound carriageway would be reused as a local access road. The separation between the local access road and the A14 has been optimised to maximise the distance from Lolworth. |
| | Bar Hill Parish Council queried how the access roads and NMU pathways would be lit. | ✓ | | | | | The scheme would include lighting at junctions only. Elsewhere features such as solar powered studs would be considered for NMU guidance. |
| | Cambridgeshire County Council expressed support for the local access road subject to localised detail at the Swavesey, Bar Hill and Girton junctions with regards to long term capacity. | | ✓ | | | | Operational capacity assessments have been carried out to demonstrate that the junctions would accommodate predicted traffic up until the design year 2035. Further details can be found in the <i>Transport Assessment (doc 7.2)</i> . Since the formal consultation this information has been shared with the Council. |
| | Request that the local access road is realigned to avoid specific properties and land. | | | ✓ | | | Amendments to the alignment have been made following the formal consultation. The proposed land take includes the possibility of a slight further re-alignment south of Bar Hill to avoid commercial properties. |
| | Supportive of the amended local access road alignment. | | | ✓ | | | Support is duly noted. |
| | Suggested that a new roundabout should be provided at the end of New Barn Lanes at the Fen Drayton and Conington junction with the old A14. | | | ✓ | ✓ | | Decisions regarding any further works on the de-trunked section of A14 would be a matter for the local highway authority. This is outside of the scope of the scheme as is not necessary to achieve the objectives of the scheme. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Request that the new roundabout on the Dry Drayton to Oakington road is repositioned 100m north. | | | ✓ | | | Following engagement with the landowner, the Oakington Road roundabout has been moved further north with associated changes in access to fields. |
| | The local access road alignment would require substantial work to drainage systems. | | | ✓ | | | Land drainage would be assessed and accommodated as part of the detailed design. |
| | Some of the local access routes are convoluted. | | | | ✓ | | The route of the local access road was determined by a number of factors including the location of existing infrastructure and provision of access to properties that would no longer have a frontage onto the A14. |
| | The route is poorly designed. | | | | ✓ | | |
| | Consideration should be given as to how the road will join Girton. | | | | ✓ | | The local access road would connect with Huntingdon Road at Girton. Access to the A14 would be via Bar Hill or Histon junctions. |
| | Local roads should be integrated and be flowing either side of the A14. | | | | ✓ | | Providing local roads either side of the A14 would be unnecessary and not economically justified. |
| | The link between the existing and new A14 should be a grade separated junction. | | | | ✓ | | Swavesey junction is a grade separated junction that links the existing and new A14. |
| | Junction design should be re-considered to make them safer, easier to use and more efficient. Alternative junction designs such should be chosen where appropriate. | | | | ✓ | | Junctions have been designed to modern highway standards with an emphasis on safety, operational efficiency and usability. Modifications to junction layouts have been made in response to consultation feedback and to provide for housing development. |
| | Support the removal of the current at grade junctions. | | | | ✓ | | Support is duly noted. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|----------------------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Object to the closure of Junction 30, which is well used by residents of local villages. | | | | ✓ | | The reason for closure of Junction 30 is safety driven, based on the close proximity of Bar Hill and Girton junctions. |
| | A reduction in the number of junctions is essential to maintain traffic flow on the A14. | | | | ✓ | | Agreed. The reduction in the number of junctions would also improve the standards of those that remain, increase capacity, reduce accidents and allow for future traffic growth. |
| Non-motorised users (NMU) | Madingley Parish Council requested that pedestrian and cycle access to the new link road from The Avenue should be retained. | ✓ | | | | | NMU access from The Avenue would be provided via the NMU route on south side of the new local access road to the south of the existing A14. |
| | Bar Hill Parish Council was supportive of the substantially enhanced NMU facilities along the access roads. | ✓ | | | | | Support is duly noted. |
| | Suffolk County Council, South Cambridgeshire District Council and Cambridge City Council expressed support for the NMU provision. | | ✓ | | | | |
| | Lolworth Parish Council raised several concerns regarding NMU provision, including the lack of segregation, the use of minimum standards, provision for equestrian users, and the need for improvements to the provision in Lolworth. | ✓ | | | | | A continuous shared NMU facility segregated from the carriageway would be provided between Fenstanton and the A1307 Huntingdon Road, Cambridge. Links to Northstowe and Lolworth and connections to existing and severed bridleways are proposed. Two dedicated NMU bridges crossing the A14 at Bar Hill and Swavesey would also be provided. |
| | South Cambridgeshire District Council sought confirmation that a high quality route would be provided, similar to that alongside the Guided Busway. | | ✓ | | | | The NMU facilities are designed in accordance with recognised design standards (e.g. Sustrans) and through engagement with Cambridge County Council. The proposals provide a balance between appropriate provision and cost. The access track |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | The Cyclist Touring Club and Northstowe Joint Development Control Committee supported the proposed NMU provision, subject to several design quality standards including, width of routes, and separation from vehicles, linkages, and provision of crossings. | | | | ✓ | ✓ | would be 3.5m wide with passing points provided to allow oncoming vehicles to pass. It would not be economically justified to provide significantly wider NMU routes including segregation of equestrians, although verges would be provided at the rear of the NMU route. Appropriate uncontrolled and controlled crossings would also be provided. An NMU route serving Lolworth would be provided adjacent to Robin's Lane. |
| | The University of Cambridge raised specific concerns over the NMU route, including loss of agricultural land, maintenance costs and the potential for unauthorised encampments. | | | | | ✓ | Maintenance liability would need to be apportioned by the maintaining authority across organisations using it. Specific details of security measures to discourage illegal encampments would be developed at the detailed design stage. Impacts in regard to the loss of agricultural land are reported in Chapter 18 of the <i>Environmental Statement (doc 6.1)</i> . |
| | The British Horse Society and local consultees sought to ensure that the NMU facilities catered for equestrians users. | | | | ✓ | ✓ | The NMU route would enable use by equestrians. The dedicated NMU bridge at Bar Hill and the bridges at Robins Lane and Dry Drayton Bridges would cater for equestrian users. Swavesey Bridge would not specifically. |
| | The University of Cambridge noted that a high quality tarmac cycle path along the cycle route would be welcomed. | | | | | ✓ | The cycle route would be a paved surface in accordance with guidance provided by Cambridge County Council and Sustrans. |
| | General support for NMU provision. | | | | ✓ | | Support is duly noted. |
| | Priority at junctions requested as per Dutch design standards or equivalent. | | | | ✓ | | The NMU facilities would be designed in accordance with recognised UK design standards, where vehicles hold priority at junctions. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Bridges should be provided to enable access to the local access road from footpaths on the other side of the A14. | | | | ✓ | | Dedicated NMU bridges would be provided at Bar Hill and Swavesey junctions with NMU provision at Robins Lane and Dry Drayton Bridges and the A14. A network of NMU connections is also proposed around the Girton interchange. |
| | More cycle ways should be provided as part of the scheme with smooth surfaces, wide lanes, and continuity in layout, minimal kerbs and separation from motorised traffic. | | | | ✓ | | Cycle ways would include paved surfaces and from Cambridge to Swavesey (the length of the local access road) is segregated from the road. This is designed with engagement with Cambridge County Council. |
| | Improvements to currently inaccessible or unsafe NMU routes should be made. | | | | ✓ | | Alternative NMU routes for inaccessible and unsafe NMU routes would be provided between Girton and Madingley. |
| | The scheme would make some NMU routes inaccessible. | | | | ✓ | | |
| | Appropriate links between NMU routes, facilities and villages should be made to improve connectivity. | | | | ✓ | | A continuous shared NMU facility segregated from the carriageway would be provided between Fenstanton and the A1307 Huntingdon Road, Cambridge. Links to Northstowe and Lolworth and connections to existing/severed bridleways would be included and two dedicated NMU bridges crossing the A14 at Bar Hill and Swavesey would also be provided. |
| | There is no provision for NMU. | | | | ✓ | | |
| | The plans do not adequately demonstrate where NMU provision has been made. | | | | ✓ | | |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|--------------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Property and land | Concerns regarding proposed land take, and the reasons behind the land take. | | | ✓ | ✓ | | The <i>Land Plans (doc 2.3)</i> and <i>Work Plans (doc 2.4)</i> show the land that is required to construct and operate the scheme. The <i>Statement of Reasons (doc 4.1)</i> sets out the case for the compulsory acquisition of land. In some cases land may be acquired to allow the scheme to provide or remove rights to other parties and generally to allow working space for construction. It is the intention then to return land to the current landowner where the landowner agrees and retain only the land required for the operation of the scheme. |
| | Property values must not be negatively affected. | | | | ✓ | | The Highways Agency aims to minimise the impact on property values whilst ensuring the best solution for the scheme. Compensation will be provided in accordance with relevant legislation and guidance. |
| | There is limited impact on existing property. | | | | ✓ | | |
| Safety | Suffolk County Council raised concerns about the safety of merging traffic movements into Cambridge with significant A14 traffic movements using the A1307 Huntingdon Road into and out of Cambridge. | | ✓ | | | | The Girton interchange has been modified to remove the southbound diverge then merge connection to the A1307 into Cambridge. This has been replaced with a separate diverge just before the start of the M11 which would then join the local access road via a roundabout with subsequent connection onto the A1307. A roundabout is a safer solution than a merge lane. |
| | A safer merge system should be provided. | | | | ✓ | | |
| | Supportive of the removal and improvement of current junctions, some of which are very dangerous. | | | | ✓ | | Support is duly noted. |
| | This will improve safety. | | | | ✓ | | |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | The combined dual and single carriageway local access roads could be more hazardous for vulnerable users. | | | | ✓ | | The local access road enables segregation of strategic long distance vehicles and in particular HGVs from local traffic. The NMU route adjacent to the local access road further segregates more vulnerable NMU's from vehicles. |
| Scheme scope | Oakington and Westwick Parish Council, Boxworth Parish Council and local community consultees, suggested that the local access road should be dual carriageway, or that provision should be made for future dualling. | ✓ | | | ✓ | | The traffic forecasts indicate that a single carriageway would accommodate forecast traffic flows on the local access road without significant congestion until the design year 2035. Further details can be found in the <i>Transport Assessment (doc 7.2)</i> . The Highways Agency cannot purchase land that is not required for the scheme. |
| | Lolworth Parish Meeting suggested that the local access road is realigned north of the sewage works to enable the widening of the main carriageway to be more symmetrical. | ✓ | | | | | Asymmetric widening is intended and enables offline construction of the road which is safer and creates less disruption to road users. The redundant eastbound carriageway would be reused as the local access road. |
| | Cambridgeshire County Council noted that consideration should be given to local traffic regulation orders (TROs) and the formation of a framework for the assessment of the condition and restoration costs of the highways to be de-trunked in about 2020. | | ✓ | | | | The Highways Agency is in ongoing engagement with Cambridgeshire County Council in relation to matters such as Traffic Regulation Orders (TROs), and condition and restoration costs in respect of the de-trunked section of the A14. |
| | Further local access roads should be provided throughout the scheme. | | | | ✓ | | This would be a matter to be considered by Cambridgeshire County Council, the local highway authority. The proposed local access road is considered sufficient to deliver the scheme objectives as set out in the <i>Case for the Scheme (doc 7.1)</i> . |
| | Request that another route is provided out of Bar Hill as part of the upgrade. | | | | ✓ | | |
| | Bus lanes should be considered along the route. | | | | ✓ | | The <i>Cambridge to Huntingdon Multi Modal Study (CHUMMS, 2001)</i> identified a package of transport measures. This |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | <p>included rail improvements with the Felixstowe to Nuneaton line and the development of a guided busway. All of the measures have now been delivered leaving the A14 Cambridge to Huntingdon improvement scheme as an important outstanding development.</p> <p>More recently, in 2011 a study was commissioned by the Department for Transport, in conjunction with the county councils of Cambridgeshire, Suffolk and Northamptonshire, to look at multi-modal transport solutions to the issues of congestion of the A14 between Cambridge and Huntingdon. A third A14 study (A14 Study Output 3) was then produced in November 2012 comprising an appraisal of the shortlisted public transport, rail freight and highway packages identified in the previous stage of the study. The public transport package included proposals for a new park-and-ride site and the introduction of new local bus services to connect outlying settlements with Cambridge City Centre, and these studies indicate there is no requirement for a dedicated bus lane.</p> |
| | Emphasis and suitable provision must be given to public transport. | | | | ✓ | | <p>Local public transport bodies have been consulted and their requirements have been incorporated into the scheme including bus stops on the local access road at Swavesey junction and adjacent to the Crematorium. Local public transport bodies have been consulted and their requirements have been incorporated into the scheme including bus stops on the local access road at Swavesey junction and adjacent to the Crematorium. The A14 improvement is the final element of the <i>Cambridge to Huntingdon Multi Modal Study (CHUMMS, 2001)</i> which identified a package of transport measures. This included rail improvements with the Felixstowe to Nuneaton</p> |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|----------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | line and the development of a guided busway. All of the measures have now been delivered leaving the A14 Cambridge to Huntingdon Improvement Scheme as an important outstanding development. More recently, in 2011 a study was commissioned by the Department for Transport, in conjunction with the county councils of Cambridgeshire, Suffolk and Northamptonshire, to look at multi-modal transport solutions to the issues of congestion of the A14 between Cambridge and Huntingdon. A third A14 study (A14 Study Output 3) was then produced in November 2012 comprising an appraisal of the shortlisted public transport, rail freight and highway packages identified in the previous stage of the study. The public transport package included proposals for a new park-and-ride site and the introduction of new local bus services to connect outlying settlements with Cambridge City Centre. The rail freight package consisted of proposals for new and expanded strategic rail freight infrastructure, including new links between the Felixstowe branch line and the Great Eastern Mainline and the remodelling of sections of the railway between Felixstowe and Nuneaton. The rail freight package was forecast to reduce HGV traffic on the A14 in the core study area by up to 11%, which would offset between 60% and 80% of the forecast growth in HGV traffic between 2011 and 2031. The public transport package would equate to a reduction of less than one per cent of the peak-hour traffic on the A14 trunk road. |
| Traffic | This will improve congestion and traffic flow in the area. | | | | ✓ | | Support is duly noted. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | The proposals are likely to increase traffic and congestion. | | | | ✓ | | The majority of the traffic growth is due to planned development in the region and existing trips diverting back on to the A14. The scheme is designed to reduce congestion up to the year 2035, as detailed in the <i>Transport Assessment (doc 7.2)</i> . |
| | Holywell-cum-Needlingworth Parish Council raised concerns that the interchange where the local road will meet the new road is likely to be a bottleneck due to volumes of local traffic. | | | | | ✓ | The proposed layout for the Swavesey Junction has been designed to ensure that the predicted traffic levels up until the design year of 2035 can be accommodated without significant levels of congestion. This is demonstrated by the <i>Transport Assessment (doc 7.2)</i> . |
| | The University of Cambridge highlighted that the traffic impact of the local access road is uncertain and further information is sought. | | | | | ✓ | Additional capacity on the A14 would allow traffic that is currently using alternative routes to divert back onto the A14. Traffic forecasts indicate that the flow on the local access road is well within the capacity of the proposed standard of road. Further details can be found in the <i>Transport Assessment (doc 7.2)</i> . |
| | This will help reduce the volume of traffic on the main A14 and it could relieve the A14 if it became blocked. | | | | ✓ | | Support is duly noted, the local access road will provide alternative routes enabling local traffic to avoid the A14. |
| | Local traffic will be able to utilise the network more freely. | | | | ✓ | | |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Suggestions regarding traffic management, including adequate signage, speed limits, traffic calming and weight restrictions. | | | | ✓ | | <i>Traffic Regulation Measures Plans</i> are submitted with the DCO application and show proposed speed limits, clearways and restrictions on vehicle weights. Traffic calming measures on local roads fall outside the scope of the scheme and are a matter for the local highway authority, Cambridgeshire County Council. |
| | This will increase local journey times. | | | | ✓ | | The local access road is not expected to be congested, as demonstrated by the <i>Transport Assessment (doc 7.2)</i> . |
| | The University of Cambridge and other consultees highlighted that there is a risk of rat-running from the A14 through to Huntingdon Road in the event of incidents on A14 or M11 near Girton. | | | | ✓ | ✓ | Traffic will inevitably look for all available diversions when accidents close roads, however, the scheme proposals provide extra resilience by increasing capacity through the provision of additional lanes. |
| | The University of Cambridge highlighted that it is unclear which A14 scheme proposals have been assessed within the transport modelling. | | | | | ✓ | The Highways Agency's interim traffic forecasts that were presented at the formal consultation informed the design of the scheme presented at consultation. Since the formal consultation the traffic model has been updated using a range of up-to-date traffic data and validated against traffic conditions in 2014. The scheme is based on these traffic forecasts, and thereby includes amendments to ensure it would provide sufficient capacity to the design year 2035. |
| | The traffic predictions do not appear to be correct. | | | | ✓ | | The Highways Agency's traffic forecasts have been produced using a respectable strategic highway assignment model, known as CHARM (Cambridge to Huntingdon A14 Road Model) and is validated against 2014 traffic conditions. |

12.5 Summary of changes made to proposals

12.5.1 *Table 12.4* below provides a summary of the key design changes made to this element of the scheme in response to consultation feedback. Appendix E summarises all comments received and confirms where these relate to a change to the proposal in each case.

Table 12.4: Proposed changes following consultation

| Consultation feedback | Change to the proposal since the formal consultation | Location of design change ¹³ |
|--|---|---|
| The new local access road would result in areas of land being sterilised/unnecessary land take | Changes to the proposed alignment and boundary of the scheme have been made in response to landowner requests, most significantly the alignment between Dry Drayton and Girton, near the crematorium. Here the alignment has been moved north and east to align better with existing field and land ownership boundaries. | Sheets 18 and 20 |
| Concerns that the Northstowe development has not been taken into account | The proposed Bar Hill junction has been further developed to accommodate forecast traffic flows up to the year 2035, including the first and second phases of the Northstowe development (approximately 5,000 homes). One of the loop roads has been removed, to simplify the layout and increase traffic capacity. The eastern loop is retained and traffic signal control on the local access road junction has been added to accommodate movement of both vehicular traffic and NMU. | Sheet 17 |
| Local access road should be realigned as far north as possible to ensure that David Ball industrial premises retain as much space as possible | Adjustments to the scheme boundary have been made to enable further optimisation of local access road alignment. This would involve realigning the local access road further north, within the limit of deviation, with the aim of reducing impacts on the viability and current status of the site. | Sheet 17 |
| Concerns about the safety of merging movements into Cambridge using the A1307 Huntingdon Road | The southbound connection into Cambridge has been amended. The previously proposed merge layout between the southbound slip road and the Huntingdon Road has been removed. There would now be a separate diverge slip road from the A14 joining the local access road via a roundabout. | Sheets 20 and 21 |

¹³ These locations can be identified on the sheets referenced and provided in the *General Arrangement Plans (document reference 2.2)*, within *Volume 2 Plans/Drawings/Sections* of the DCO application.

13 Swavesey junction improvements

13.1 Overview

- 13.1.1 This element of the scheme relates to the improvements at Swavesey junction. These improvements consist of the replacement of the existing junction and associated slip roads with a new junction design, the repositioning of access roads, and the addition of a new non-motorised user (NMU) bridge at the location of the existing road bridge. *Chapter 2* of this document provides further information on this element of the scheme.
- 13.1.2 This chapter relates to question 10a and 10b of the questionnaire (a copy of the questionnaire is provided in *appendix B*), as quoted below:

10 We are proposing improvements to existing junctions along the A1 at Swavesey, Bar Hill and Girton.

10a Do you agree with the proposals for improvements at Swavesey?

Yes No Unsure

10b Please explain your reasons for your responses and anything else we should take into account.

- 13.1.3 The chapter provides an overview of the questionnaire comments received. It also includes comments received by letter and email (non-questionnaire responses), which refer specifically to the improvements at Swavesey junction. It relates only to the consultation feedback received in response to the statutory consultation processes from 7 April to 15 June 2014.

13.2 Consultation responses received

- 13.2.1 Of the total of 1,152 questionnaires received, 862 consultees responded to question 10a of the questionnaire. A total of 53 consultees provided written responses that relate to the improvements at Swavesey junction (question 10b), making a total of 60 comments. Written responses were provided as follows:
- 44 questionnaire responses to question 10b;
 - 7 letters that include comments relating to the improvements at Swavesey junction; and
 - 2 emails that includes comments relating to the improvements at Swavesey junction.
- 13.2.2 *Table 13.1* provides a breakdown of the consultees that responded. The number of consultees listed under section 47 below includes consultees that responded to the section 48 publication as this was undertaken within the same time period (7 April to 15 June 2014).

Table 13.1: Breakdown of respondents to the Swavesey junction proposals by consultee strand (question10a, question10b and letters and emails)

| Responses to question 10a | | Responses to question 10b and other correspondence received | |
|-----------------------------|--|---|--|
| Total number of respondents | Consultee | Total number of respondents | Consultee |
| Consultee strand | | | |
| s42(1)(a) | Prescribed consultees | | |
| 5 | <ul style="list-style-type: none"> • Anglian Water • Associated British Ports • Lolworth Parish Council • Old West IDB • Offord Cluny & Offord D'arcy Parish Council | 2 | <ul style="list-style-type: none"> • Boxworth Parish Council • Conington Parish Council |
| s42(1)(b) | Local authority | | |
| 0 | - | 0 | - |
| s42(1)(d) | Land interest | | |
| 49 | <p>Nine land interest organisations:</p> <ul style="list-style-type: none"> • Cambridge Regional College • Gallagher Estates • Domino UK Ltd • IAC Wright • The Ramblers, Cambridge Group • Church Commissioners for England • Wood Green, The Animal Charity • Savills • Conington Pub Co. Ltd <p>40 individual land interests</p> | 5 | <p>Two land interest organisations:</p> <ul style="list-style-type: none"> • Kerio Ltd • RPS Planning and Development <p>3 individual land interests</p> |
| s47 | Local community | | |
| 799 | 799 local community respondents | 43 | 43 local community respondents |
| s47 | Key stakeholders | | |
| 8 | <ul style="list-style-type: none"> • University of Cambridge • Gt Paxton Parish Council • Swavesey Bridleways • Stansted Airport Ltd • Essex Chambers of Commerce | 3 | <ul style="list-style-type: none"> • Cyclists' Touring Club • Extra Motorway Services Ltd • Road Haulage Association |

| Responses to question 10a | | Responses to question 10b and other correspondence received | |
|-----------------------------|---|---|-----------|
| Total number of respondents | Consultee | Total number of respondents | Consultee |
| | <ul style="list-style-type: none"> • Great Yarmouth Borough Council • Hilton Parish Council • A14 Action Group • Abbots Ripton Parish Council | | |

13.3 Level of agreement with the proposals

13.3.1 Of the 1,152 questionnaires received, 862 questionnaire respondents answered question 10a. *Figure 13.1* demonstrates that of the 862 respondents, 68% agreed with the Swavesey junction improvements, nine per cent did not agree and 23% were unsure.

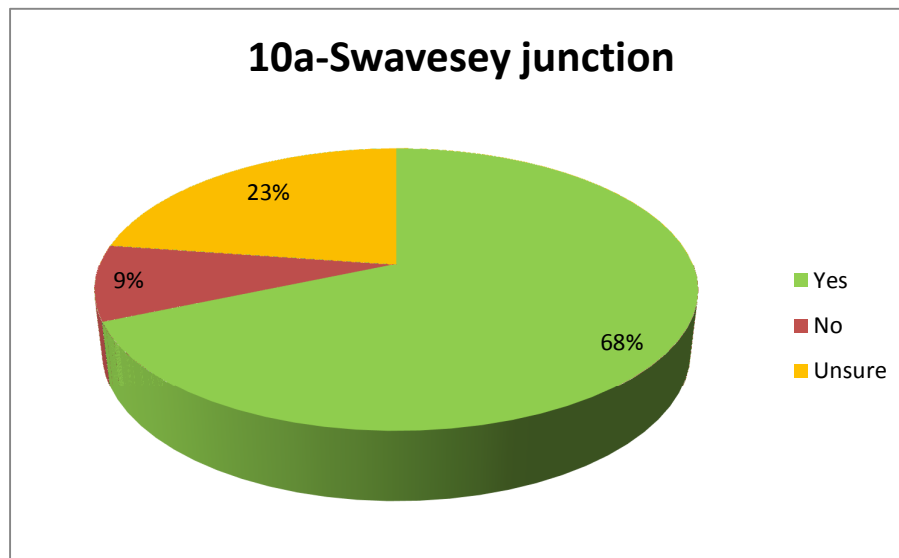


Figure 13.1: Questionnaire responses (862): 'Q10a: Do you agree with the proposals for improvements at Swavesey?'

13.3.2 *Table 13.2* categorises the count of questionnaire responses to question 10a by consultee strand. The majority of respondents across all consultee strands agreed with the improvements to Swavesey junction. However, 22% of local community consultees (section 47) were unsure.

Table 13.2: Consultee strand breakdown to Question 10a

| Consultee strand (Count) | No | Unsure | Yes | Total |
|---------------------------------|----|--------|-----|-------|
| s42(1)(a) Prescribed consultees | 0 | 2 | 3 | 5 |

| Consultee strand (Count) | No | Unsure | Yes | Total |
|-----------------------------|-----------|------------|------------|------------|
| s42(1)(b) Local authorities | 0 | 0 | 0 | 0 |
| s42(1)(d) Land interests | 4 | 15 | 30 | 49 |
| s47 Local community | 69 | 177 | 553 | 799 |
| Key stakeholders (s47) | 2 | 2 | 5 | 9 |
| Total | 75 | 196 | 591 | 862 |

13.4 Analysis of written responses

13.4.1 *Figure 13.2* below illustrates the number of consultees that commented by key topic, when responding to question 10b or by providing written correspondence.

13.4.2 The most frequently raised topics among local community consultees were general design, traffic and safety. Among consultees with a land interest (s42(1)(d)) the most mentioned topics were general design and traffic, and prescribed consultees (s42(1)(a)) mentioned traffic and general design. There were no comments from local authorities (s42(1)(b)).

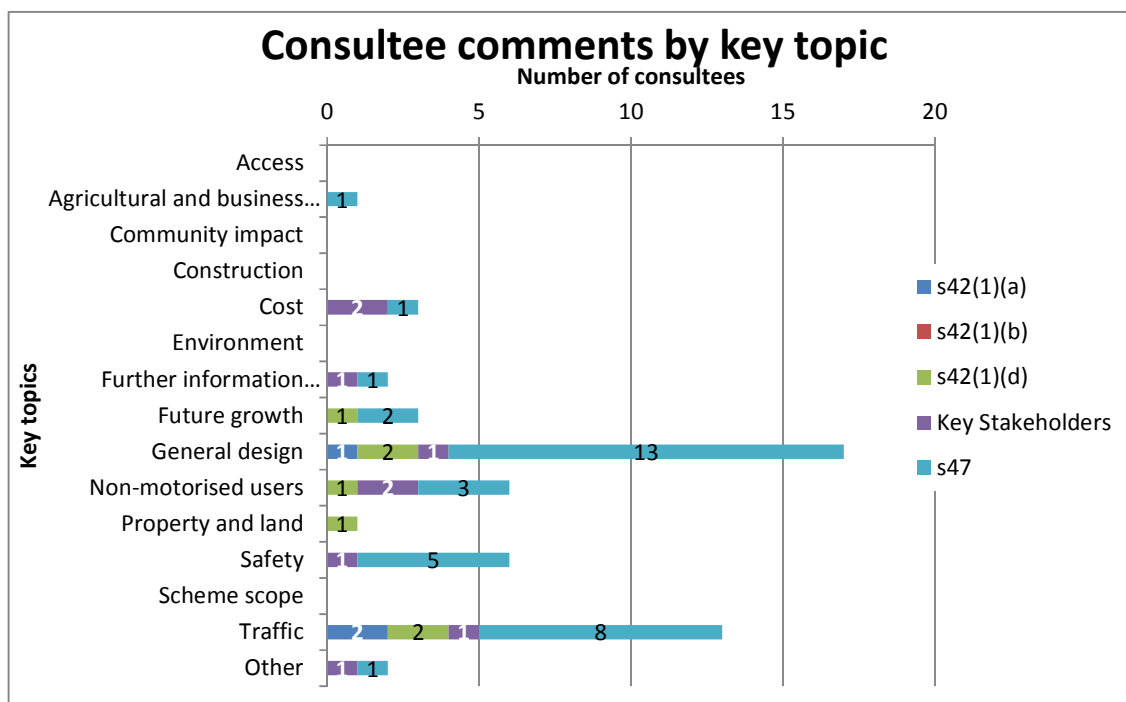


Figure 13.2: Topics raised by consultees¹⁴

13.4.3 *Figure 13.3* shows the number of comments received regarding each topic and is further categorised by those that answered yes, no or unsure to question 10a. It shows that of those that disagree with this element of the

¹⁴ The main topic(s) raised under 'other' referred to Cambridge Services.

scheme, the most frequently cited reasons related to general design. Whilst, of those that agree with this element of the scheme the most frequently cited reasons were also general design.

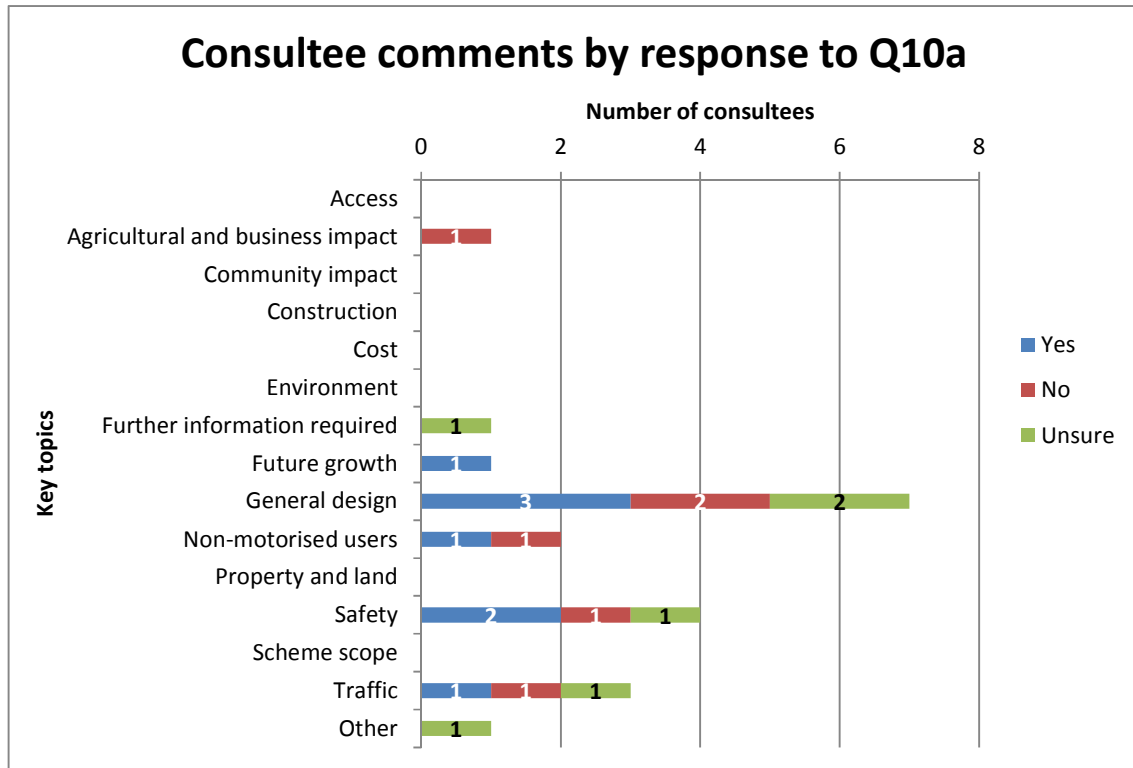


Figure 13.3: Agreement with proposals in relation to topics raised

- 13.4.4 Consultees expressed support for the proposed Swavesey NMU bridge, as part of the scheme. Requests were also made for additional NMU provision, in particular specific recommendations were made regarding segregated NMU access at the Cambridge Services roundabout.
- 13.4.5 Comments relating to Cambridge Services (categorised under 'Other') raised concerns regarding access to the service area and increased congestion. It was noted that the capacity of the junction was of critical importance to avoid delays to accessing the services.
- 13.4.6 *Table 13.4* below provides a summary of the comments raised regarding the proposed improvements at Swavesey junction, and the Highways Agency's response. In doing so, it demonstrated how consultation feedback has been taken into account. A full list of comments raised is provided in appendix E, *Table 13*.

Table 13.3: Summary of feedback regarding the Swavesey junction improvements

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-------------------------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Access | Concerns regarding access to Cambridge Services. | | | | ✓ | | The scheme design has been amended following a review of consultation feedback. It now incorporates a westbound slip road from the A14 that connects to the Cambridge Services roundabout and the village of Boxworth to simplify and shorten the route for traffic. This means that traffic from both the eastbound and westbound A14 and the new A1307 (the de-trunked A14) would be able to access the Services. |
| Agricultural/business impact | Extra MSA Cambridge Ltd raised concerns regarding congestion and reduced accessibility to the service area. Other consultees noted that the proposals would discourage traffic from using the Cambridge Services, thereby impacting on business. | | | | ✓ | ✓ | The scheme design has been amended following a review of consultation feedback. It now incorporates a westbound slip road from the A14 that connects to the Cambridge Services roundabout and the village of Boxworth to simplify and shorten the route for traffic. This means that traffic from both the eastbound and westbound A14 and the new A1307 (the de-trunked A14) would be able to access the Services. |
| Community impact | No comments received in relation to community impact. | | | | | | |
| Construction | No comments received in relation to construction. | | | | | | |
| Cost | Extra MSA Cambridge Ltd stated that the retention of the existing north and west bound slip roads would remove the need for one of the roundabouts and reduce overall construction costs. | | | | | ✓ | The layout proposed by Extra MSA Cambridge Ltd would not provide sufficient capacity to cater for predicted traffic flow. However, in order to address concerns regarding access to the services, the scheme has been amended to include a westbound slip road, which provides a direct access to the Cambridge Service Area roundabout. The cost has been accounted for within the business case for the scheme. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|--------------------------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Environment | Request that noise barriers are provided at Swavesey junction to reduce noise in Boxworth End. | | | | ✓ | | An assessment of noise and vibration has been undertaken and is reported in chapter 14 of the <i>Environmental Statement (doc 6.1)</i> . Noise barriers are not proposed at the cited location as it is not predicted that there is likely to be a significant adverse noise effect as Boxworth End. |
| | Cycle paths need to be shielded from the road to protect against noise and air pollution. | | | | ✓ | | New provision would be made for NMU between Fen Drayton and Girton following the Local Access Road. The NMU route would be immediately adjacent (0.7 metre separation distance) to dual carriageways between Fen Drayton and Swavesey. Where the Local Access Road (which incorporates NMU facilities segregated from the carriageway) would run adjacent to the A14 main carriageway, fencing would be provided to avoid headlight dazzle between the roads. Additionally, consideration will be given in detailed design to provision of solar powered road studs to assist cyclists on NMU facilities where the road is not lit. A separation in accordance with design standards would be provided between the NMU facility and the edge of the carriageway lane. There would be no barrier between the road and the cycle paths, as these are not required in accordance with industry standards. The <i>Environmental Statement (doc 6.1)</i> assesses the significant likely effects of the scheme with respect to air quality (chapter 8) and noise (chapter 14) and proposes mitigation measures where necessary. |
| Further information requested | Extra MSA Cambridge Ltd requested details of the junction modelling and confirmation that traffic forecasts provided to and from the service area have been included. | | | | | ✓ | The Highways Agency has engaged further with Extra MSA, since the formal consultation, confirming details of the traffic modelling. Swavesey junction has been designed to ensure that predicted traffic levels can be accommodated up until the design year of 2035. Traffic associated with the services is included in the forecasts and has been assumed to increase proportionately with the volume of traffic |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-----------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | passing through the Swavesey junction. Detailed operational assessments are summarised in section 7.7 of the <i>Transport Assessment (doc 7.2)</i> . |
| | Improved maps showing the proposed NMU routes and footpaths would be useful. | | | | ✓ | | Specific Rights of Way and access plans of the scheme, including NMU routes, have been submitted as part of this DCO application (document Reference 2.5). The details of this junction can be found at Sheets 17 and 18 of these plans. |
| Future growth | Kerio Ltd raised concerns over the impact of the scheme on a proposed lorry park at Trinity Foot, as the scheme would run directly through the proposed site. | | | ✓ | | | Engagement is ongoing with consultees with an interest in this land. The lorry park facilities proposed by Kerio Ltd conflict with the A14 Swavesey junction proposals and are not part of the scheme. |
| | Consideration should be given to the impact of new developments on access and traffic, particularly from Northstowe and the North West Cambridge development. | | | | ✓ | | The traffic forecasts have taken into account known proposed developments (including Northstowe and North West Cambridge), see section 3.6 of the <i>Transport Assessment (doc 7.2)</i> . The scheme has been designed to accommodate forecast development growth within Cambridgeshire in the period up to year 2035. |
| General design | Boxworth Parish Council raised concern over the number of roundabouts that traffic would have to traverse in order to join the old A14 and suggested that alternative access points to the A14 are considered. | ✓ | | | | | The Highways Agency consider that the proposed roundabouts offer a satisfactory route to the local access road between Fen Drayton and Girton, the Cambridge Service Area, the improved A14 for strategic road traffic and the de-trunked A14 for local traffic. An additional westbound slip road has been added to the design of the junction which would serve Boxworth. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Suggestion that the junctions should be improved and that Swavesey junction should be a roundabout-style junction similar to Bar Hill. | | | ✓ | | | A layout similar to Bar Hill would not satisfactorily accommodate the main traffic movements between the proposed A14 and de-trunked A14 at Swavesey The junction layout proposed keeps eastbound and westbound traffic segregated. |
| | The junction seems too complex and could cause congestion. | | | | ✓ | | The roundabouts are designed to link the local access road between Fen Drayton and Girton, the Cambridge Service Area, the A14 for strategic road traffic and the de-trunked A14 for local traffic. It would thereby encourage the separation of local road users from strategic or long distance traffic, therefore reducing congestion as demonstrated by the <i>Transport Assessment (doc 7.2)</i> . |
| | Suggestions of alternative configurations, including merging of the old and new roads and provision of a slip road/flyover from the A14 to the de-trunked section to Huntingdon. | | | | ✓ | | Direct merges or diverges to and from the existing A14 would require several additional structures, whether they were a flyover or any other design. This would be unaffordable under current funding scenarios. The proposed roundabout option combines all required movements as well as requiring only one structure. |
| | Extra MSA Cambridge Ltd raised concerns that the junction layout will disconnect the Service Area from the junction. The proposals makes the capacity of the junction more critical so as to avoid delays and accessibility impacts. | | | | | ✓ | The scheme has now been amended to incorporate a westbound slip road from the A14 that connects to the Cambridge Service Area Roundabout to simplify and shorten the route to it. This means that traffic from both the eastbound and westbound A14 and the new A1307 (the de-trunked A14) will be able to access the Services. Swavesey junction has been designed to ensure that the predicted traffic levels could be accommodated without significant levels of congestion in the peak hour both in 2020 and 2035. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|----------------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Non-motorised users | Support for the provision of the NMU bridge at Swavesey junction. | | | ✓ | ✓ | | Support duly noted. |
| | Would welcome more NMU bridges and a cycle path at all stages of the road as well as along the de-trunked A14 between Swavesey and Huntingdon. | | | | ✓ | | Provision of NMU facilities alongside the Huntingdon Southern Bypass has been assessed but the cost would be substantial, and would not be justified by predicted usage levels and patterns. The proposed shared NMU facilities along the local access road between Girton and Fenstanton, which include proposed provision for cyclists, would provide a route from Huntingdon to Cambridge. |
| | Recommend the reduction of and proper segregated provision for NMU access around the Cambridge Services roundabout. | | | | ✓ | | Following consultation, the NMU access has been amended to remove several conflicts with the access to the Cambridge Services. The NMU bridge now spans the link road between the Swavesey junction roundabout and the Cambridge Services and the only crossing required is on the Boxworth Road leg of the Cambridge Services roundabout. |
| | Extra MSA Cambridge Ltd stated that consideration should be given to NMU access across the arm at the Cambridge Services. | | | | | ✓ | |
| Property and land | Query the need for such large areas of land take for this junction. | | | | ✓ | | The roundabout has been designed in accordance with the <i>Design Manual for Roads and Bridges (DMRB)</i> , which has informed the scale of the junction and the land required. |
| Safety | The proposals would encourage fast traffic speeds. Measures to slow traffic | | | | ✓ | | The design has been developed with an emphasis on safe operation for all users in accordance with the <i>DMRB</i> . Visibility sightlines and |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | should be included. | | | | | | road alignment geometry proposed are appropriate for the design speeds. To further ensure the junction operates safely, NMU routes have been segregated from vehicle traffic with a separate NMU bridge. |
| | Query how clear the signage will be. | | | | ✓ | | Signage will be provided to ensure the junction is easily navigable, clear signage would be provided. |
| | The Swavesey junction design should improve safety. | | | | ✓ | | Support duly noted. One of the key objectives of the scheme is to improve safety. The Swavesey Junction has been designed in accordance with the current <i>DMRB</i> standards. |
| | Extra MSA Cambridge Ltd stated that any reductions in access to the Service Area would adversely impact highway safety and amenity. | | | | | ✓ | The design has been changed to incorporate a slip road from the westbound carriageway that connects to the Cambridge Service Area roundabout. This would provide a dedicated slip road for service area traffic as well as local traffic for Boxworth. Separating this traffic from the main junction will ease traffic pressures at the southern roundabout of Swavesey Junction and mitigate against any adverse highway safety impacts. |
| Scheme scope | No comments received in relation to scheme scope. | | | | | | |
| Traffic | Conington Parish Council and Boxworth Parish Council consider that the proposal would increase congestion at Swavesey junction. | ✓ | | | ✓ | | The proposed layout for the Swavesey junction has been designed to ensure that the predicted traffic levels can be catered for without significant levels of congestion in the peak periods both in year 2020 and year 2035. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Boxworth Parish Council stated that the likely congestion at Swavesey junction could result in 'rat runs' through villages. | ✓ | | | | | The eastern end of this section of the A14 would experience significantly increased capacity and improved traffic flow as a result of the proposed additional lanes on the A14, the A14 Huntingdon Southern Bypass and the new local access road. These improvements would result in reduced journey times and an increase in the separation of local and strategic traffic, leading to an expected reduction in 'rat running' traffic through the village of Boxworth. |
| | Conington Parish Council considered that a junction for St Ives was essential to manage traffic flow. | ✓ | | | | | Westbound traffic from St Ives would be able to access the A14 at the A1198 junction on the Huntingdon Southern Bypass while eastbound traffic would access A14 at the upgraded Swavesey junction, thus a specific junction at St. Ives will not be necessary to manage traffic flow. Such a junction would therefore significantly add to the cost of the scheme unnecessarily. |
| | Concerns over increased traffic in the area due to more drivers using the junction. | | | | ✓ | | Swavesey junction has been designed to ensure that the predicted traffic levels could be accommodated without significant levels of congestion in the peak period both in 2020 and 2035. The scheme has also been amended to incorporate a westbound slip road that connects to the Cambridge Service Area roundabout to simplify and shorten the route for traffic wishing to access Cambridge Services and the villages of Boxworth and Elsworth. |

13.5 Summary of changes made to proposals

13.5.1 *Table 13.4* below provides a summary of the key design changes made to this element of the scheme in response to consultation feedback. *Appendix E* provides a more detailed account of comments and identifies where these comments relate to a change to the scheme.

Table 13.4: Proposed changes following consultation

| Consultation feedback | Change to the proposal since the formal consultation | Location of design change ¹⁵ |
|--|---|---|
| Request segregated provision for NMU access around the Cambridge Service Area roundabout | The NMU access has been amended to remove several conflicts. The NMU bridge now spans the link road from Swavesey junction to the Cambridge Services and the only crossing required is on the Boxworth Road leg of the Cambridge Service Area roundabout. | Sheet 15 |
| The proposals would discourage traffic from using the Cambridge Service Area, thereby impacting on business | The design has been changed to incorporate an additional slip road from the A14 westbound carriageway that would connect directly to the Cambridge Service Area roundabout. This would simplify and shorten the route for traffic wishing to access the Cambridge Service Area (or Boxworth). Signage would indicate the Services. This would be provided in addition to a westbound diverge from the A14 to the southern roundabout of the main junction. | Sheet 15 |
| The proposed roundabouts are too complex/need further improvement to cope with predicted traffic | Several small amendments have been made to the design to improve the junction capacity. The main change has been to incorporate a slip road from the westbound carriageway that would connect to the Service Area roundabout to improve access to Cambridge Services, and remove some traffic from the southern roundabout of the main junction. | Sheet 15 |
| Concerns regarding access to the services | | |

¹⁵ These locations can be identified on the sheets referenced and provided in the *General Arrangement Plans (document reference 2.2)*, within Volume 2 *Plans/Drawings/Sections* to the DCO application.

14 Bar Hill junction improvements

14.1 Overview

- 14.1.1 This element of the scheme relates to the improvements at Bar Hill junction. The improvements comprise the re-design of the junction to facilitate the widening of the A14 to four lanes in both directions between Bar Hill and Girton. It also includes the provision of safer connections across the A14 for non-motorised users (NMU). Chapter 2 of this document provides a more detailed description.
- 14.1.2 This chapter relates to question 10c and 10d of the questionnaire (a copy of the questionnaire is provided in *appendix B*), as quoted below:

10 We are proposing improvements to existing junctions along the A14 at Swavesey, Bar Hill and Girton.

10c Do you agree with the proposals for improvements at Bar Hill:

Yes No Unsure

10d Please explain your reasons for your responses and anything else we should take into account.

- 14.1.3 The chapter provides an overview of the comments received, including responses received by letter and email (non-questionnaire responses), which refer specifically to the proposed junction improvements at Bar Hill. It relates only to the consultation feedback received in response to the statutory consultations from 7 April to 15 June 2014.

14.2 Consultation responses received

- 14.2.1 Of the total of 1,152 questionnaires received, 857 consultees responded to question 10c of the questionnaire. A total of 65 consultees provided written responses that relate to the proposed improvements at Bar Hill junction (question 10c), making a total of 80 comments. Written responses were provided as follows:
- 53 questionnaire responses to question 10d;
 - 11 letters that relate to the proposed improvements at Bar Hill junction; and
 - 1 email that relates to the proposed improvements at Bar Hill junction.
- 14.2.2 *Table 14.1* provides a breakdown of the consultees that responded. This includes consultees that responded to the section 48 publication as this was undertaken within the same time period (7 April to 15 June 2014).

Table 14.1: Breakdown of consultees that responded to the Bar Hill junction proposals by consultee strand (question 10c, question 10d and correspondence)

| Responses to question 10c | | Responses to question 10d and other correspondence received | |
|-----------------------------|---|---|--|
| Total number of respondents | Consultee | Total number of respondents | Consultee |
| Consultee strand | | | |
| s42(1)(a) | Prescribed consultee | | |
| 5 | <ul style="list-style-type: none"> • Anglian Water • Associated British Ports • Lolworth Parish Council • Old West Internal Drainage Board • Offord Cluny & Offord D'arcy Parish Council | 3 | <ul style="list-style-type: none"> • Bar Hill Parish Council • Histon & Impington Parish Council • Oakington and Westwick Parish Council |
| s42(1)(b) | Local authority | | |
| 0 | - | 1 | <ul style="list-style-type: none"> • Cambridge City Council (neighbouring authority) |
| s42(1)(d) | Land interest | | |
| 46 | <p>Nine land interest organisations:</p> <ul style="list-style-type: none"> • Cambridge Regional College • Gallagher Estates • Church Commissioners for England • Conington Pub Co. Ltd. • Domino UK Ltd • IAC Wright • The Ramblers', Cambridge Group • Wood Green, The Animals Charity • Savills <p>37 land interest individuals</p> | 6 | <p>Four land interest organisations:</p> <ul style="list-style-type: none"> • AXA REIM (Northstowe) • Domino UK Ltd • Gallagher Estates • MRH (GB) Limited <p>Two land interest individual</p> |
| s47 | Local community | | |
| 797 | 797 local community respondents | 52 | 52 local community respondents |
| s47 | Key stakeholders | | |
| 8 | <ul style="list-style-type: none"> • Essex Chambers of Commerce • University of Cambridge • Abbots Ripton Parish Council • Swavesey Bridleways • Stansted Airport Ltd | 3 | <ul style="list-style-type: none"> • Cyclists' Touring Club • Northstowe Joint Development Control Committee • Road Haulage Association |

| Responses to question 10c | | Responses to question 10d and other correspondence received | |
|-----------------------------|--|---|-----------|
| Total number of respondents | Consultee | Total number of respondents | Consultee |
| | <ul style="list-style-type: none"> • Great Yarmouth Borough Council • Hilton Parish Council A14 Action Group • Gt Paxton Parish Council | | |

14.3 Level of agreement with the proposals

14.3.1 Of the 1,152 questionnaires received, 857 questionnaire respondents answered question 10c. *Figure 14.1* demonstrates that of the 857 respondents, 69% agreed with the Bar Hill junction improvements, 8 per cent did not agree and 23% were unsure.

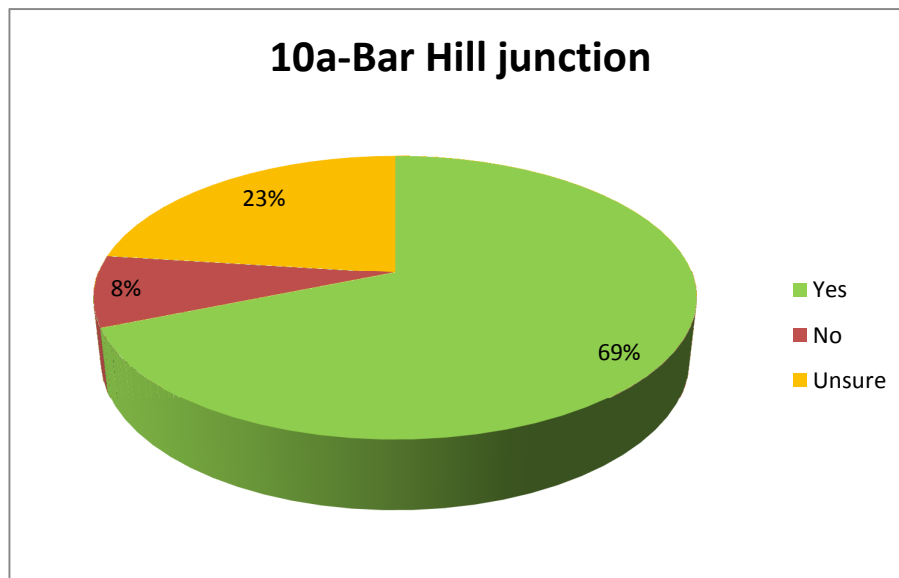


Figure 14.1: Questionnaire responses (853): 'Q10c Do you agree with the proposals for improvements at Bar Hill?'

14.3.2 *Table 14.2* categorises the count of questionnaire responses to Question 10c by consultee strand. The majority of respondents across all consultee strands agreed with the improvements to Bar Hill junction. However, almost a quarter of local community consultees (s47) were unsure.

Table 14.2: Consultee strand breakdown to Q10c

| Consultee strand (Count) | No | Unsure | Yes | Total |
|---------------------------------|----|--------|-----|-------|
| s42(1)(a) Prescribed Consultees | 0 | 2 | 3 | 5 |

| Consultee strand (Count) | No | Unsure | Yes | Total |
|-----------------------------|-----------|------------|------------|------------|
| s42(1)(b) Local Authorities | 0 | 0 | 0 | 0 |
| s42(1)(d) Land Interests | 2 | 15 | 29 | 46 |
| s47 Local Community | 67 | 177 | 553 | 797 |
| Key stakeholders | 1 | 3 | 5 | 9 |
| Total | 70 | 197 | 590 | 857 |

14.4 Analysis of written responses

14.4.1 *Figure 14.2* illustrates the number of consultees that commented by key topic, when responding to question 10d or by providing other written correspondence. Overall, the most frequently raised topics are general design and traffic.

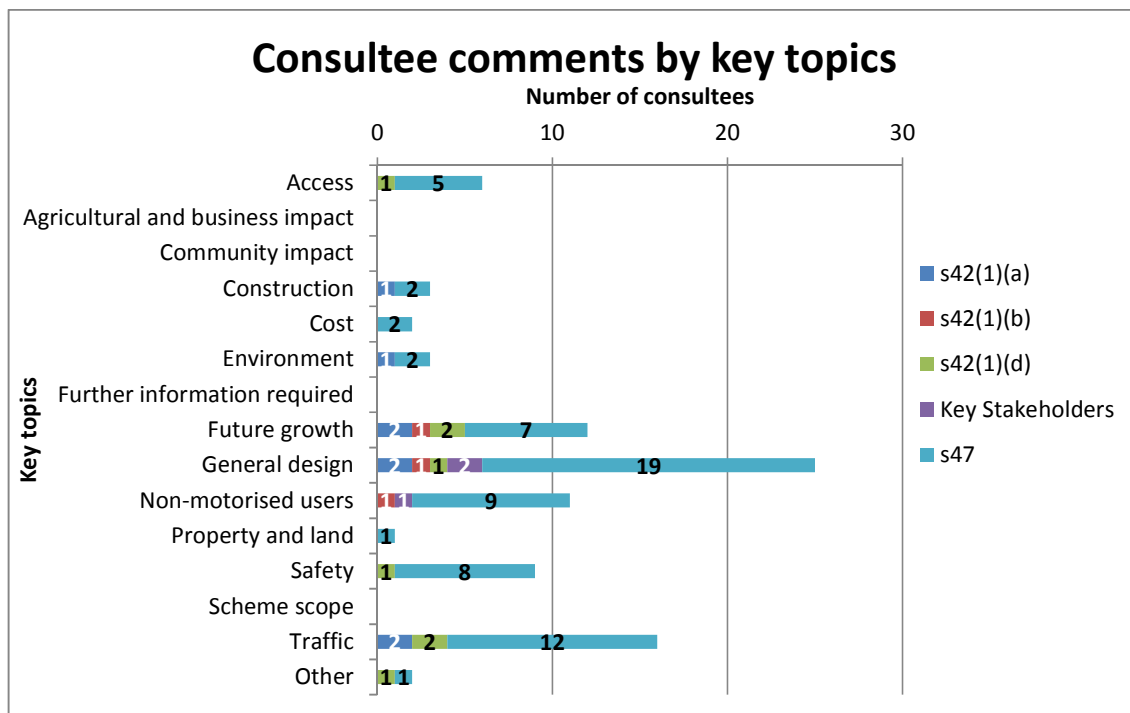


Figure 14.2: Topics raised by consultees

14.4.2 *Figure 14.3* shows the number of comments received regarding each topic and is further categorised by those that answered yes, no or unsure to question 10c (Do you agree with the proposals for improvements at Bar Hill?). It shows that of those that disagree with this element of the scheme, the most frequently cited reasons related to safety. Whilst of those that agree with this element of the scheme the most frequently cited reasons related to general design.

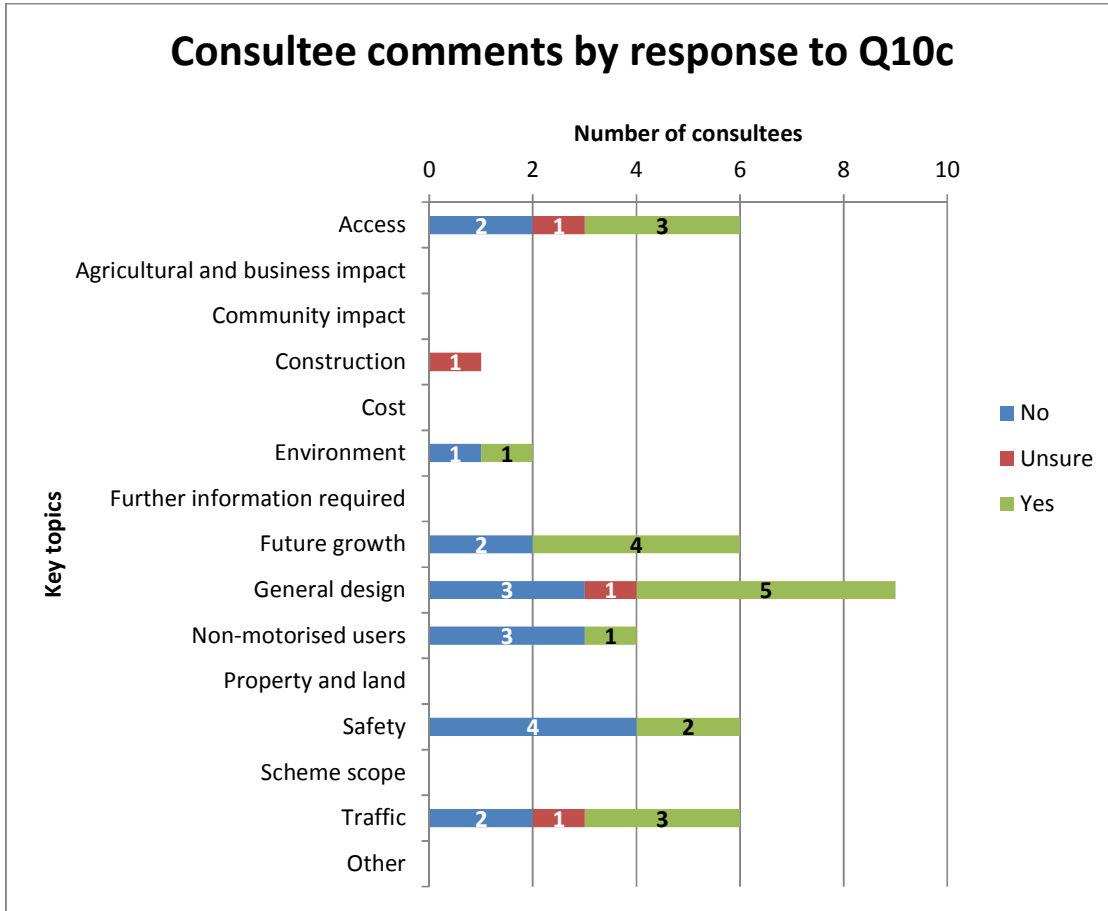


Figure 14.3: Agreement with proposals in relation to topics raised

- 14.4.3 Comments relating to future growth included concerns that the junction layout would not provide sufficient capacity for future development, including the Northstowe development.
- 14.4.4 Comments relating to general design included concerns over the length of the slip roads and the arrangement of two successive merge lanes immediately before and after the service station. Bar Hill Parish Council (s42(1)(a)) noted that the junction seemed over complicated.
- 14.4.5 *Table 14.3* provides a summary of the comments raised regarding the proposals for improvements at Bar Hill junction, and the Highways Agency’s response. In doing so, it demonstrates how consultation feedback has been taken into account. A full list of comments raised is provided in *appendix E, Table 14*.

Table 14.3: Summary of feedback regarding the Bar Hill junction improvements

| Summary topic | What you said | Consultee strand | | | | | Our response |
|------------------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Access | Domino UK Ltd queried why the junction design still retained a single route in and out of Bar Hill, which creates difficulties during rush hour. An additional exit at Bar Hill directly onto the A14 westbound would reduce traffic congestion and avoid the need for traffic to go through the village. | | | ✓ | | | Extensive traffic studies have been undertaken to establish that the proposed junction layout would accommodate predicted traffic levels up to the year 2035, including development proposals at Northstowe. The proposed scheme passively provides for a connection from Bar Hill onto Dry Drayton/Oakington Road and the local access road would assist with access to Bar Hill. Additional routes out of Bar Hill are a matter for the local highway authority, Cambridgeshire County Council. |
| | The junction design does not take the opportunity to improve access to Bar Hill, there should be a second entry or exit to the village. | | | | ✓ | | Access to Bar Hill will be less congested through the improvements to the A14. The local access road would also provide an alternative route other than the A14 to Cambridge and Huntingdon, which does not currently exist. |
| Agricultural/business impact | No comments received in relation to agricultural or business impact. | | | | | | |
| Community impact | No comments received in relation to community impact. | | | | | | |
| Construction | Bar Hill Parish Council noted that construction traffic should avoid Bar Hill. Information on how construction materials will be brought to site is required. | ✓ | | | | | Where appropriate, haul routes would be provided through the works for use by construction vehicles. Construction vehicles would also be required to use designated routes seeking to avoid local roads where practicable. Further details are available in the <i>Code of Construction Practice</i> and Figure 3.1 of the <i>Environmental Statement (doc 6.1)</i> , which shows the proposed construction haul routes. |
| | Part of the B1050 is to be upgraded to dual carriageway to accommodate the | | | | ✓ | | Both the Northstowe development and the proposed scheme could start construction at a similar time however a common tie in point on |

| Summary topic | What you said | Consultee strand | | | | | Our response |
|--------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Northstowe development. Does this mean there will be two lots of major road works here? | | | | | | the B1050 has been defined which means that the A14 and Northstowe projects would tie up with little modification, and either project could proceed regardless of the other. |
| Cost | A recent new roundabout in the area will now be obsolete, this is a waste of money. A simpler roundabout, created by removing the loop roads from the design would be cheaper. | | | | ✓ | | The benefits of the scheme to facilitate growth are considered to outweigh the loss of the existing roundabout. The junction layout has been modified however a roundabout would not address operational requirements and satisfy other constraints such as NMU access. It would require considerable additional earthworks and would consequently need more land compared to the current proposals so would not necessarily be cheaper. |
| Environment | Bar Hill Parish Council raised concerns about the environmental impact of the changes to Bar Hill, primarily in relation to noise and flooding impacts. It was asserted that the existing noise impacts should not increase. | ✓ | | | | | An assessment of likely significant environmental effects and proposals for mitigation are reported within the <i>Environmental Statement (doc 6.1)</i> . Noise mitigation proposals are set out in Chapter 14 of the <i>Environmental Statement</i> , and include a 120 metre long 3 metre high noise barrier to the north of Bar Hill close to the A14, which is shown on Figure 14.6 of the <i>Environmental Statement (doc 6.1)</i> . No significant change in noise levels are predicted in the Bar Hill area. |
| | Bar Hill Parish Council noted that the proposed junction changes could compromise the recent flood mitigation works undertaken in the area. | ✓ | | | | | Flood mitigation proposals are set out in chapter 17 of the <i>Environmental Statement (doc 6.1)</i> . A range of mitigation are proposed including balancing ponds and flood compensation areas. Some mitigation measures have been added to the scheme following the formal consultation and ongoing engagement with the Environment Agency. The <i>Environmental Statement</i> concludes that the existing flooding conditions would not be adversely affected. |
| | The proposals will reduce pollution at Bar Hill to the benefit of residents. | | | | ✓ | | Support is duly noted. |

| Summary topic | What you said | Consultee strand | | | | | Our response |
|--------------------------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Joint Parishes HCV (villages of Bluntisham, Cottenham, Earith, Haddenham, Hilton, Mepal, Sutton and Wilburton) raised concerns over worsening air quality that is likely to arise as a result of the scheme. | | | | | ✓ | Chapter 8 of the <i>Environmental Statement</i> concludes that no significant air quality effects are predicted as a result of the proposed scheme and UK air quality objectives are not predicted to be exceeded. |
| Further information requested | No comments received in relation to further information. | | | | | | |
| Future growth | Cambridge City Council noted that the proposed junction design improves the current layout and provides adequate slip roads and additional capacity to support the delivery of developments at Alconbury and Northstowe. | | ✓ | | | | Comment is noted. Bar Hill junction has been designed to accommodate forecast traffic flows associated with future developments up to 2035, which includes Alconbury Weald and the first and second phases of Northstowe (approximately 5,000 homes). Allowance has also been made for the Bar Hill junction to be expanded to accommodate the potential full build out of Northstowe (10,000 homes). |
| | It is recognised that the Highways Agency has worked with the Northstowe developers. | | | ✓ | | | The Highways Agency is in engagement with the developers of Northstowe to ensure compatibility with the scheme. |
| | The proposed junction improvements would not provide sufficient capacity for future development. | | | | ✓ | | Bar Hill junction has been designed to accommodate forecast traffic flows associated with future developments up to 2035. |
| General design | Bar Hill Parish Council noted that the junction design is over complicated. | ✓ | | | | | Bar Hill junction layout has been simplified by removal of the western loop road between B1050 Hatton's Road and the local access road. |
| | Cambridge City Council noted that the new Bar Hill junction would allow the | | ✓ | | | | Comments duly noted. |

| Summary topic | What you said | Consultee strand | | | | | Our response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | proposed carriageway widening and improve the current layout. | | | | | | |
| | The proposed junction design would make journeys for residents at Bar Hill less stressful and quicker. | | | | ✓ | | |
| | The arrangement of two successive merge lanes immediately before and after the service station is unconventional, would create confusion and is likely to lead to safety hazards. | | | ✓ | | | The layout has been modified to include a dedicated service road to provide safe access to the Cambridge Service Area directly from the west bound slip road. This would pass in front of the service station and be separated from the westbound merge by a physical island and suitable barriers. The revised layout would offer a considerable improvement in safety over the existing situation. |
| | The design should better reflect the status of the A14 as a four lane road. | | | | ✓ | | The junction layouts have been designed in accordance with current industry highway design standards and are consistent with the proposed category of the road. The length and layout of the entry slip roads have been designed to enable sufficient time and distance in both directions to enable acceleration up to an appropriate speed to join the main A14 four lane carriageway. |
| | Concerns about the limited length of slip roads and omission of a dedicated lane onto the proposed A14. | | | | ✓ | | The junction layout has been designed in accordance with the current <i>Design Manual for Roads and Bridges (DMRB)</i> . The length and layout of the entry slip roads therefore has been designed to enable sufficient time and distance in both directions to allow acceleration up to an appropriate speed to join the main A14 carriageway. A lane gain using the nearside lane on the eastbound merge slip road would be provided. This would be a similar to the existing arrangement except that the A14 from Bar Hill to Girton would be a four lane dual carriageway. Appropriate signage and road markings |

| Summary topic | What you said | Consultee strand | | | | | Our response |
|----------------------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | would be provided to clearly indicate the arrangement. |
| Non-motorised users | Cambridge City Council welcome the provision of NMU links from Bar Hill to Alconbury or Cambridge along the new local access road. However, there was concern that the approach to the footbridge is at a difficult gradient and that the at-grade crossings would require users to cross on busy roads. Cambridge City Council also commented that the NMU links do not have priority over side roads or accesses, which could potentially discourage use. | ✓ | | | | | <p>The scheme at Bar Hill junction includes a dedicated NMU bridge linking Bar Hill to the local access road north of the A14. This bridge would link to an NMU route on the local access route joining to the B1050 Hatton's Road (a bridge is preferred as it appears more safe than a tunnel and users would be more inclined to use it). The design has been amended since formal consultation to include signalised crossings of the local access road for NMU.</p> <p>All aspects of the proposed NMU provision have been designed in accordance with the relevant design standards, including the gradients on the approaches to the NMU bridge at Bar Hill and crossing points. The relevant design standards ensure that the proposed NMU provision meets safety requirements, however the standards do not require NMU to be given priority over vehicles.</p> <p>The Highways Agency is currently engaging with Cambridge County Council to discuss detailed aspects of the design for NMU provision.</p> |
| | The proposed NMU design at Bar Hill involves unnecessary climbs and as a result will not be used. | | | | ✓ | | |
| | The junction design does not sufficiently provide for cyclists. | | | | ✓ | | |
| | Vehicle users will be given priority at the junction and therefore cyclists will have to wait for gaps in the traffic to cross, which are unlikely to arise and give rise to safety concerns. | | | | ✓ | | |

| Summary topic | What you said | Consultee strand | | | | | Our response |
|--------------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Property and land | The two loop roads between the Cambridge to Huntingdon local road and the Bar Hill to Longstanton Road should be replaced with a roundabout to take less land. | | | | ✓ | | The junction layout has been modified. The western loop has been removed and traffic signal control now added to the eastern loop to accommodate all traffic movements as well as the requirements of NMU. A roundabout would not address operational requirements and would require considerable additional earthworks and consequently need more land. |
| Safety | Safety concerns in regard to A14 traffic visiting the service station that would have to rely on advance signage both on the westbound carriageway of the A14 before Bar Hill junction and at the new grade separated roundabout. | | | ✓ | | | The layout has been modified to provide safe access via Bar Hill junction and a dedicated service road and will offer a considerable improvement in safety over the existing situation. Advance signage would be carefully considered to provide adequate advance warning for traffic exiting for the services. |
| | The design raises safety issues. The requirement for traffic to turn right across east bound traffic to access the Cambridge to Huntingdon local road and the Bar Hill to Longstanton Road could cause accidents. The lack of a dedicated lane for motorists entering the east bound A14 from Bar Hill could potentially create safety hazards, such as east bound vehicles to swerving onto outer lanes to avoid traffic coming from Bar Hill. | | | | ✓ | | The junction layout has been modified to remove one of the loops. The eastern loop is retained and traffic signal control added to safely deal with all traffic movements as well as the requirements of NMU. The junction layouts have been designed in accordance with current industry highway design standards and are consistent with the proposed category of the road. The length and layout of the entry slip roads have therefore been designed to enable sufficient time and distance in both directions to enable acceleration up to an appropriate speed to safely join the main A14 carriageway. The slip road for motorists entering the east bound A14 from Bar Hill will be a dedicated lane and will not merge with the existing three lanes. This means that the road will become a four lane carriageway. |
| Scheme scope | No comments received in relation to scheme scope. | | | | | | |

| Summary topic | What you said | Consultee strand | | | | | Our response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Traffic | <p>Oakington and Westwick Parish Council and Bar Hill Parish Council questioned whether the junction design would be fit for purpose for future traffic flows, especially when the new road from Northstowe joins the A14 at Bar Hill. The Councils are specifically concerned that should the Oakington to A14 junction be closed, all Northstowe and Oakington traffic travelling to the A14 would be routed through the Bar Hill junction. This would have a negative impact on local traffic.</p> <p>Bar Hill Parish Council requested that an up-to-date full traffic flow forecast for peak times into and out of Bar Hill was provided.</p> | ✓ | | | | | <p>The Bar Hill junction has been designed to accommodate forecast traffic flows which include the first and second phases of Northstowe (approximately 5,000 homes). This takes account of the proposed closure of Dry Drayton/Oakington junction. In addition allowance has been made for the Bar Hill junction to be expanded to accommodate the potential full build out of Northstowe (10,000 homes).</p> <p>The junction layout has been assessed and the Highways Agency is satisfied that the arrangement would have sufficient capacity to accommodate the forecast traffic flows. Further information regarding operational capacity assessments can be found in Chapter 7 of the <i>Transport Assessment (doc 7.2)</i>.</p> |
| | The improved junction design at Bar Hill is desirable in order to deal with congestion during busy periods. | | | | ✓ | | Support is duly noted. The junction layout has been assessed and the Highways Agency is satisfied that the arrangement would have sufficient capacity to accommodate the forecast traffic flows. |
| | The design should deal with congestion on Madingley Hill. | | | | ✓ | | Traffic flows on Madingley Hill (Church Street) are not expected to change as a result of the scheme, with daily traffic flows forecast to remain at around 3,000 vehicles per day in 2035 with and without the scheme. |
| | Requiring traffic to turn right across east bound traffic to access the Cambridge to Huntingdon local road | | | | ✓ | | The design of the Bar Hill junction has been simplified and now encompasses a large grade-separated roundabout, with a new signalised junction to the north which provides the connection to the |

| Summary topic | What you said | Consultee strand | | | | | Our response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | and the Bar Hill to Longstanton Road would create delays. | | | | | | local access road. One of the 'loop roads' has been removed. The eastern loop is retained and traffic signal control has been added to accommodate traffic movements and NMU. The layout of the B1050 has also been amended to provide two lanes in each direction between the Bar Hill junction and the southern access to the Northstowe Phase 2 development. The simplified layout would improve capacity and therefore avoid delays, and provide better access for those joining the A14 from the local road network. |
| | Better provision should be made for those joining the A14 from the local road network. | | | | ✓ | | |
| Other | The revised junction layout and access arrangement would have a significant impact on the operational aspects of the existing service station facilities. | | | ✓ | | | The layout has been modified to include a dedicated service road to provide safe access to the service station directly from the west bound slip road. The revised layout would offer reasonable access provision and offer a considerable improvement in safety over the existing situation. |

14.5 Summary of changes made to proposals

14.5.1 *Table 14.4* below provides a summary of the key design changes made to this element of the scheme in response to consultation feedback. *Appendix E* summarises all comments received and confirms where these relate to a change to the proposal in each case.

Table 14.4: Proposed changes following consultation

| Consultation feedback | Change to the proposal since the formal consultation | Location of design change ¹⁶ |
|---|--|---|
| Concerns over NMU safety and connectivity | The line of the NMU route and its crossing point on the local access road has been amended to provide a safer, signalised crossing point. An additional connection from Bar Hill Bridleway 16/1 to Footpath 150/5 towards Lolworth is now proposed. | Sheet 17 |
| Effect of works on flood risk | Additional flood compensation areas have been added to the scheme, following further consultation with the Environment Agency and analysis of other consultation feedback. Any encroachment by the scheme into the floodplain would be mitigated by providing an equivalent sized floodplain compensation area. | Sheet 17 |
| Complicated junction layout with local access road/difficult right turns | The junction design has been simplified with the removal of one junction connector roads between Hatton's Road and the local access road. The proposed layout encompasses a large grade-separated roundabout, with a new signalised junction to the north that provides an improved connection to the proposed local access road. The simplified layout would improve capacity and therefore avoid delays, and provide better access for those joining the A14 from the local road network. | Sheet 17 |
| Compatibility with Northstowe proposals | The proposed standard of B1050 Hatton's Road has been amended to a dual carriageway cross section to tie in with the Phase 2 Northstowe development proposals. The design of the proposed Bar Hill junction has been amended to accommodate forecasts traffic flows up until year 2035, including the first and second phases of the Northstowe development (approximately 5,000 homes). In addition allowance has been made for the Bar Hill junction to be expanded to accommodate the potential full build out of the Northstowe development (10,000 homes). This includes providing earthworks and structures that are capable of accommodating an enlarged junction. | Sheet 17 |
| Difficult/unsafe access to Cambridge | The layout has been modified to provide a dedicated service road which would pass in front of the service | Sheet 17 |

¹⁶ These locations can be identified on the sheets referenced and provided in the *General Arrangement Plans (document reference 2.2)*, within *Volume 2 Plans/Drawings/Sections* of the DCO application.

| Consultation feedback | Change to the proposal since the formal consultation | Location of design change ¹⁶ |
|--|--|---|
| Service Area (fuel, hotel and restaurant) | station. The main A14 alignment has been shifted away from the Cambridge Service Area to provide space for the west bound merge slip road. The Cambridge Service Area would be accessed via Bar Hill junction and the service road off the slip road, which would create a safe means of access and will offer a considerable improvement in safety over the existing situation. | |

15 Girton junction improvements

15.1 Overview

- 15.1.1 This element of the scheme relates to the improvements at Girton interchange. The improvements comprise the replacement of the existing interchange with a new design to enable safer and more free-flowing traffic movements in both eastbound and westbound directions of the A14. The new design removes the existing A14 westbound loop and replaces this with a safer dedicated free-flow connection. It would also provide a new local access road into Cambridge via Huntingdon Road. *Chapter 2* of this document provides a more detailed description.
- 15.1.2 This chapter relates to question 10e and 10f of the questionnaire (a copy of the questionnaire is provided in *appendix B*), as quoted below:

10 We are proposing improvements to existing junctions along the A1 at Swavesey, Bar Hill and Girton.

10e Do you agree with the proposals for improvements at Girton?

Yes No Unsure

10f Please explain your reasons for your responses and anything else we should take into account.

- 15.1.3 The chapter provides an overview of the comments received, including responses received by letter and email (non-questionnaire responses), which refer specifically to the proposed Girton interchange improvements. It relates only to the consultation feedback received in response to the statutory consultations from 7 April to 15 June 2014.

15.2 Consultation responses received

- 15.2.1 Of the total of 1,152 questionnaires received, 861 consultees responded to question 10e of the questionnaire. A total of 144 consultees provided written responses that relate to the proposed Girton interchange improvements (question 10f), making a total of 194 comments. Written responses were provided as follows:
- 112 questionnaire responses to question 10f which asked respondents to explain reasons for their level of agreement with the Girton interchange improvements;
 - 18 letters that relate to the proposed Girton interchange improvements; and
 - 14 emails that relate to the proposed Girton interchange improvements.
- 15.2.2 *Table 15.1* provides a breakdown of the consultees that responded. This includes consultees that responded to the section 48 publication as this was undertaken within the same time period (7 April to 15 June 2014).

Table 15.1: Breakdown of consultees that responded to the Girton interchange proposals by consultee strand (question 10e, question 10f and correspondence)

| Responses to question 10e | | Responses to question 10f and other correspondence received | |
|-----------------------------|---|---|--|
| Total number of respondents | Consultee | Total number of respondents | Consultee |
| Consultee strand | | | |
| s42(1)(a) | | Prescribed consultee | |
| 5 | <ul style="list-style-type: none"> • Anglian Water • Associated British Ports • Lolworth Parish Council • Offord Cluny & Offord D'arcy Parish Council • Old West Internal Drainage Board | 5 | <ul style="list-style-type: none"> • Conington Parish Council • English Heritage • Hilton Parish Council • Histon & Impington Parish Council • Madingley Parish Council |
| s42(1)(b) | | Local authority | |
| 0 | - | 4 | <ul style="list-style-type: none"> • Cambridge City Council • Essex County Council • South Cambridgeshire District Council • Suffolk County Council |
| s42(1)(d) | | Land interest | |
| 48 | <p>Nine land interest organisations:</p> <ul style="list-style-type: none"> • Cambridge Regional College • Gallagher Estates • Domino UK Ltd • IAC Wright • Savills • Church Commissioners for England • The Ramblers, Cambridge Group • Wood Green, The Animal Charity • Conington Pub Co. Ltd. <p>39 land interest individuals</p> | 10 | <p>Four land interest organisations:</p> <ul style="list-style-type: none"> • Cambridge Group of the Ramblers' Association • Church Commissioners • Ramblers' Association (Cambridge Group) • Trinity College Cambridge <p>Six land interest individuals</p> |
| s47 | | Local community | |
| 799 | 799 local community respondents | 85 | 85 local community respondents |

| Responses to question 10e | | Responses to question 10f and other correspondence received | |
|-----------------------------|---|---|---|
| Total number of respondents | Consultee | Total number of respondents | Consultee |
| s47 | Key stakeholders | | |
| 8 | <ul style="list-style-type: none"> • Abbots Ripton Parish Council • Gt Paxton Parish Council • Swavesey Bridleways • Essex Chambers of Commerce • University of Cambridge • Stansted Airport Ltd • Great Yarmouth Borough Council • Hilton Parish Council • A14 Action Group | 2 | <ul style="list-style-type: none"> • National Farmers Union • University of Cambridge |

15.3 Level of agreement with the proposals

15.3.1 Of the 1,152 questionnaires received, 861 questionnaire respondents answered question 10e. *Figure 15.1* demonstrates that of the 861 respondents, 67% agreed with the Girton interchange improvements, 11% did not agree and 22% were unsure.

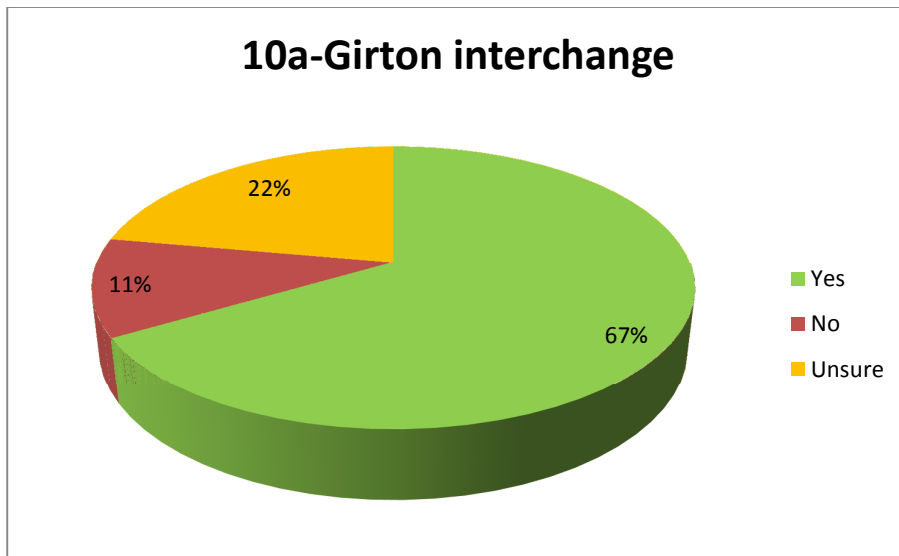


Figure 15.1: Questionnaire responses (861): 'Q10e Do you agree with the proposals for improvements at Girton?'

15.3.2 *Table 15.2* further categorises the count of questionnaire responses to question 10e by consultee strand. The majority of respondents across all

consultee strands agreed with the improvements to Girton interchange. However, just over 20% of local community consultees (s47) were unsure.

Table 15.2: Consultee strand breakdown to Q10e

| Consultee strand (Count) | No | Unsure | Yes | Total |
|---------------------------------|-----------|------------|------------|------------|
| s42(1)(a) Prescribed consultees | 0 | 2 | 3 | 5 |
| s42(1)(b) Local authorities | 0 | 0 | 0 | 0 |
| s42(1)(d) Land interests | 6 | 14 | 28 | 48 |
| s47 Local community | 90 | 172 | 537 | 799 |
| Key stakeholders | 1 | 3 | 5 | 9 |
| Total | 97 | 191 | 573 | 861 |

15.4 Analysis of written responses

15.4.1 *Figure 15.2* illustrates the number of consultees that commented by key topic, when responding to question 10f or by providing other written correspondence. The topics have been developed to help categorise the responses received from the consultation.

15.4.2 The most frequently raised topics among local community consultees were traffic and general design. Among those with a land interest (s42(1)(d)), the most frequently raised topics were environment, property and land and traffic. Local authorities (s42(1)(b)) and prescribed consultees (s42(1)(a)) made comments related to traffic and environment

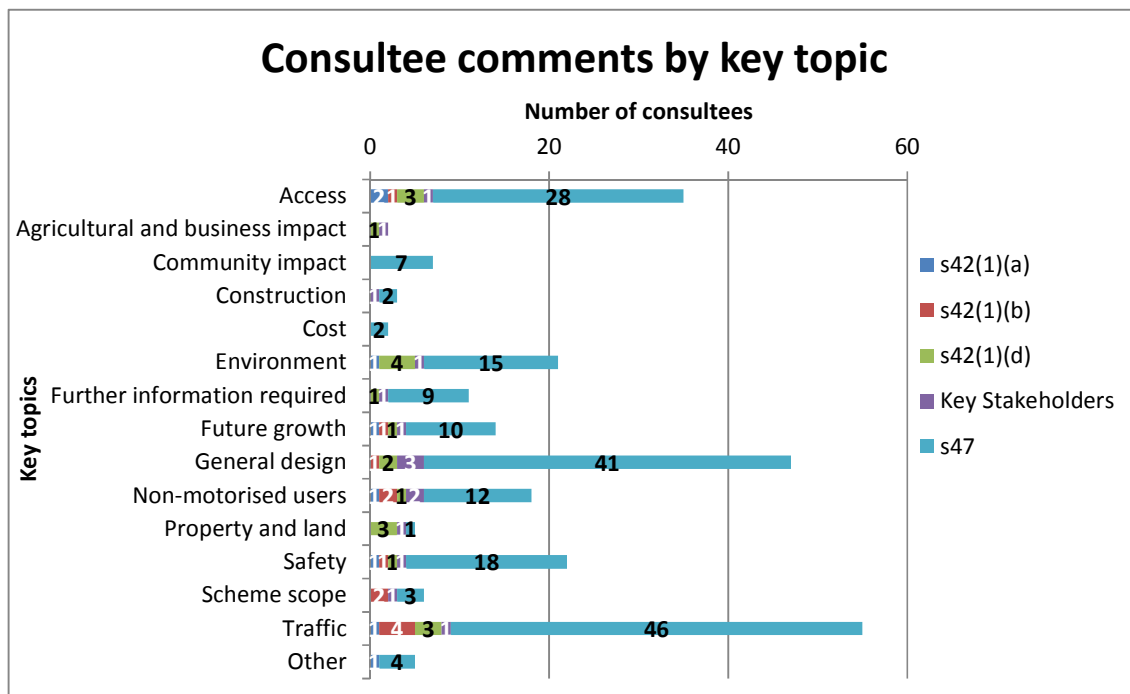


Figure 15.2: Topics raised by consultees

15.4.3 *Figure 15.3* shows the number of comments received regarding each topic and is further categorised by those that answered yes, no or unsure to question 10e ('Do you agree with the proposals for Girton interchange?'). It shows that of those that disagree with this element of the scheme, the most frequently cited reasons relate to access, traffic and general design. Whilst of those that agree with this element of the scheme, the most frequently cited reasons related to safety, traffic and access.

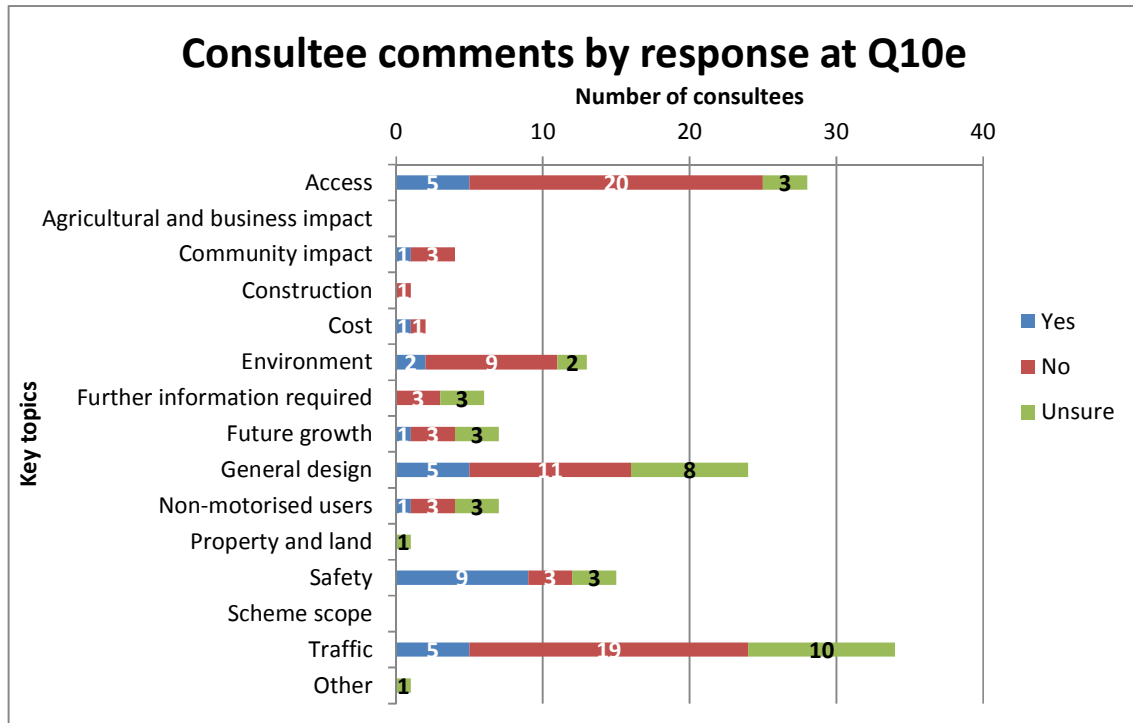


Figure 15.3: Agreement with proposals in relation to topics raised

15.4.4 Comments related to traffic included concern from Suffolk County Council over potential conflicts of traffic, in particular with local traffic merging with strategic through traffic. Consultees also queried whether the scheme would make congestion worse, and whether allowances had been made for future traffic forecasts. Essex County Council highlighted that the M11 to the west of Cambridge is already operating near capacity.

15.4.5 Comments related to access included concerns over access to and from A428 in relation to the A14, as well as requests for additional movements between the A14, A428 and M11. In particular the need for a link between the A428 (eastbound) and the M11 (southbound) was an issue raised by all consultee strands. The University of Cambridge noted that there may be impacts on access to farmland, and that this access should not be restricted.

15.4.6 *Table 15.3* provides a summary of the comments raised regarding the proposed improvements to Girton interchange, and the Highways Agency’s response. In doing so, it demonstrates how consultation feedback has

been taken into account. A full list of comments raised is provided in *Appendix E, Table 15*.

Table 15.3: Summary of feedback regarding the Girton interchange improvements

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response | |
|---------------|---|------------------|-----------|-----------|-----|--------|--|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | | |
| Access | Madingley Parish Council raised concerns that the A428 (eastbound) cannot access the M11 and Huntingdon Road. Until this happens the Council will object to the Cambridgeshire Transport Plan and the South Cambridgeshire District Council Development Plan. | ✓ | | | | | <p>The proposals for Girton interchange do not include provision for additional movements between the A428 (eastbound) and M11 (southbound) due to associated costs and environmental impacts. Alternative routes are provided between the A428 and the M11 via the A1303 Madingley Road and M11 Junction 13.</p> <p>The scheme has been developed over a number of years. Many options have been considered and evaluated. Formal consultation has been held at key stages of the development process together with ongoing consultations with interested parties. The current scheme is a result of this process to date. The Highways Agency continues to review the operation of the trunk road network through its route-based strategy studies and will target future improvements where need is greatest.</p> | |
| | South Cambridgeshire District Council highlighted that the proposals do not provide additional movements between the A428 (eastbound) and M11 (southbound) at Girton interchange. | | ✓ | | | | | |
| | Land interests and community consultees commented on the need for a link to the A428. Links between the A14, A428 and M11, particularly A428 (eastbound) to M11 (southbound) are requested. | | | ✓ | ✓ | | | |
| | Access to local roads and villages such as Girton are limited at the interchange. | | | | ✓ | | | Residents of Girton, Oakington and Dry Drayton would access the A14 at Bar Hill instead of at the current Dry Drayton junction. There would be direct access to the A1307 Huntingdon Road from the new Local Access Road that runs alongside the A14. |
| | The improvements at Girton interchange generally improve A14 access. | | | ✓ | | | | Comment is noted. |
| | The University of Cambridge commented | | | | | ✓ | | Consultation has been held with land interests affected by the |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|--|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | that impacts on access to farmland should be further considered and details provided. Access to some land parcels appear to be restricted by the development. | | | | | | scheme and a number of amendments have been made to ensure that access would be maintained or provided elsewhere where possible. Areas of land required for temporary and permanent use are identified on the scheme plans and in the <i>Book of Reference</i> . The <i>Statement of Reasons</i> also sets out the reasons for all land take. |
| Agricultural/ business impact | Trinity College Cambridge highlighted that the proposals will result in a significant loss of agricultural land from Ladysmith Farm. The College and the University of Cambridge raised general concerns regarding the impact of the scheme on productive farmland. | | | ✓ | | ✓ | Temporary and permanent landtake is required at Ladysmith Farm, which is essential for the delivery of the scheme. Consultation has been undertaken with the relevant land interests to minimise impacts where possible. The <i>Environmental Statement (doc 6.1)</i> concludes that 35% of the land would be lost permanently, resulting in a major adverse effect. Compensation would be provided in accordance with the standard legal procedures. |
| | The University of Cambridge requested that the construction boundary is reconsidered and some elements of the scheme should be re-located such as the attenuation ponds to reduce the loss of agricultural land. | | | | | ✓ | Efforts have been made to reduce the land take as much as possible across the scheme. Negotiations on land take will continue throughout the Examination period. Balancing ponds have been modified but cannot be removed or moved because they are essential to the drainage of the highway. |
| Community impact | The proposal would result in villages being distanced from the main road network and other facilities. The existing alignment was better for the communities of these villages. | | | | ✓ | | The alternative route proposed as part of this scheme would be via the new local access road that runs alongside the A14 to Bar Hill Junction. Removing the existing Dry Drayton Junction would make certain journeys slightly longer but would improve the traffic flow on the A14 and provide better connectivity for local traffic, which are key objectives of the scheme. |
| | Closures of local tracks and footpaths will | | | | ✓ | | An alternative non-motorised user (NMU) route would be |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | prevent travel between Girton and Madingley causing a severance effect. A bridge should be provided linking up local villages. | | | | | | provided which connects Girton to bridleway Madingley 2. The route would consist of a shared footpath/cycle path from Weavers Field to Girton Accommodation Bridge. From there the route would travel west on footpaths Girton 4 and 5 (to be upgraded to bridleway status by Cambridgeshire County Council), crossing the A1307 Huntingdon Road via a signalised crossing facility. A new bridleway would then extend from footpath Girton 5 to bridleway Madingley 2. |
| Construction | Providing access between the A428 and M11 would allow the A428 to act as a diversion route during the construction works. | | | | ✓ | | The proposals for Girton interchange do not include provision for additional movements between the A428 (eastbound) and M11 (southbound) due to associated costs and environmental impacts. The design of the Girton interchange does not preclude the movements being added at a later date. Alternative routes are provided between the A428 and the M11 via the A1303 Madingley Road and M11 Junction 13, and would be available during construction. |
| Cost | It would be more economical to allow for east and westbound slips between the A428 and M11 now rather than later. | | | | ✓ | | The scheme has been developed over a number of years. Many options have been considered and evaluated. Formal consultation has been held at key stages of the development process together with ongoing consultations with interested parties. The current scheme is a result of this process to date. The Highways Agency continues to review the operation of the trunk road network through its route strategy studies and will target future improvements where need is greatest. |
| Environment | English Heritage requested that the potential impact on the Grade II* listed Girton College is considered and appropriate mitigation measures applied. | ✓ | | | | | The impact of the scheme on Girton College has been considered and reported in the environmental impact assessment, details of which are provided in Chapter 9 of the <i>Environmental Statement (doc 6.1)</i> . No mitigation measures are proposed and the |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | significance of residual heritage effect on Girton College has been assessed as neutral. |
| | Consultees queried proposed mitigation measures, specifically for noise and light pollution, visual impacts and flooding. In particular, in regard to Rectory Farm Cottage. | | | ✓ | | | The full range of proposed mitigation measures is included within the <i>Environmental Statement (doc 6.1)</i> . In relation to Rectory Farm Cottage, the landscaping plans have been altered subsequent to consultation to include an additional ten metre wide strip of trees and shrubs on the cottage side of the proposed ditch that would create a 15 to 17 metre band of dense vegetation between the cottage and the highway. |
| | The Girton Village Plan (2011) states the Highways Agency should be aware of the need to reduce noise and air pollution from the A14 at Girton. | | | | ✓ | | Extensive mitigation measures have been designed into the scheme to reduce noise impacts during operation. The <i>Environmental Statement (doc 6.1)</i> identifies additional mitigation to the south of Girton close to the A14 in the form of noise barriers. No residual significant noise effects are identified as a result of the Girton interchange improvements. No residual significant air quality effects are identified as a result of the proposed scheme. |
| | Concerns regarding adverse air quality and noise impacts on local villages, fear of increased flood risk and visual intrusion. Appropriate mitigation should be implemented and given a high priority. | | | | | ✓ | The flood risk assessment (<i>Appendix 17.1 of the Environmental Statement Appendices (doc 6.3)</i>) confirms that there would be no added risk of flooding in the Girton area. The runoff from the new areas of highway would be attenuated in balancing ponds, from which the outflow would be reduced to mimic the response of the natural/undeveloped site to rainfall and so as to not increase flows. The significance of landscape and visual impacts are reported in <i>Chapter 10 of the Environmental Statement (doc 6.1)</i> . Proposed mitigation measures in this area include earth bunds along the A14 near Girton would screen most traffic from the village. After |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|--------------------------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | approximately ten years of growth, dense woodland planted on the bunds would screen all traffic. |
| | The University of Cambridge sought further details of the proposals to discharge run-off into Washpit Brook, and reassurance that these attenuation measures would not cause long-term problems in addition to the existing drainage problems of Beck Brook in the village of Girton and areas near the Washpit Brook. | | | | | ✓ | The run-off from the new areas of highway will be attenuated in balancing ponds. The outflow from these ponds would ensure that flows are not increased as a result of the scheme. Mitigation for Washpit Brook and Beck Brook would be provided in the form of floodplain compensation areas. Chapter 17 of the <i>Environmental Statement</i> (doc 6.1) concludes that the residual significance of effect on Washpit Brook and Beck Brook would be neutral. |
| Further information requested | A lack of information available regarding the proposals at Girton interchange and the mapping available was not clear. | | | | ✓ | | The proposed improvements at Girton interchange were set out in the Consultation Brochure, which was available online and in hard copy at a range of consultation venues during the formal consultation period. Updated plans of the scheme have been submitted as part of the Development Consent Order (DCO) application and can be seen at Sheet 21 of the <i>General Arrangement Plans</i> (doc 2.2). |
| | The University commented that no continuation sheet exists south of Sheet 21 and therefore seeks definition of the scheme boundary termination to the south along the M11. | | | | | ✓ | Continuation is now shown on an inset on Sheet 21 of the <i>General Arrangement Plans</i> (doc 2.2). |
| Future growth | Essex County Council highlighted that following improvement to the A14, the capacity of the northern section of the M11 is likely to become a constraint on future growth in the region. | | ✓ | | | | Chapter 7 of the <i>Transport Assessment</i> (doc 7.2) indicates that the traffic flows on the M11 would increase by around ten per cent as a result of the scheme. Whilst the scheme will ensure sufficient capacity on the A14 until 2035, the capacity of the M11 is beyond the scope of this scheme. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | Future improvements to the M11 or other areas of the road network could be secured through the planning regime or targeted improvements. The Highways Agency will target future improvements where need is greatest. |
| | The viability of future development at Rectory Farm Cottage could be affected by environmental impacts. | | | ✓ | | | All environmental impacts are reported, along with proposals for mitigation, in the <i>Environmental Statement (doc 6.1)</i> . The proposed scheme has also been designed to accommodate forecast development growth within Cambridge in the period up to 2035, including all development considered to be 'near certain' or 'more than likely' by the local planning authorities in Cambridgeshire. |
| | The plans make no allowance for extra traffic resulting from future development in the area. | | | | ✓ | | The Highways Agency's traffic forecasts take account of planned development in Cambridgeshire that are considered near certain or more than likely to go ahead in the period to 2035, and show that the scheme will provide the capacity for traffic created by future development. |
| | The University of Cambridge seeks confirmation that the proposals will not impact upon the capacity or delivery date of the Huntingdon Road West Junction development. | | | | | ✓ | The scheme boundary has been modified so that the Huntingdon Road West junction works are outside of the scheme boundary and could proceed regardless of the scheme. The proposed scheme would not impact on the capacity or delivery date of the junction. The Highways Agency's traffic forecasts take account of planned development in Cambridgeshire that are considered near certain or more than likely to go ahead in the period to 2035, and show that the scheme will provide the capacity for traffic created by future development. Further information can be found in the <i>Transport Assessment (doc 7.2)</i> . |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-----------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| General design | The University of Cambridge requested further information to demonstrate that the attenuation ponds have been designed to avoid the loss of productive farmland, and further details regarding the likely use of land and whether it is allocated for temporary or permanent use. | | | | | ✓ | The preliminary design of the highway drainage scheme has been undertaken in order to ensure that drainage from the highway is captured and does not worsen the flood risk of the locality. A flood risk assessment has been undertaken and is appended to the <i>Environmental Statement (doc 6.1)</i> . In summary this assessment has concluded that there is a need for a range of mitigation measures including balancing ponds and flood compensation areas. The assessment presents a worst case scenario and concludes that with the mitigation measures in place, existing flooding conditions would not be adversely affected in relation to most water courses in the vicinity of the scheme. Areas of land required for temporary and permanent use are identified on the scheme plans and in the <i>Book of Reference (doc 4.3)</i> . |
| | Suffolk County Council stated that consideration should be given to relocating the slip road junction where Cambridge-bound traffic leaves the A14 to join the A1307. | ✓ | | | | | The layout of the way the slip road joins the A1307 into Cambridge has been amended. The existing access on to the A1307 Huntingdon Road into Cambridge from this slip road would be closed with a new access to the A1307 created on the M11 slightly further south. This would remove the existing diverge and ensure that only A14-bound traffic is using this slip road. |
| | Concerns over plans to reduce the A428 to a single lane as this section requires widening. | | | | ✓ | | As a result of the scheme, traffic on the A428 would be reduced. The <i>Transport Assessment (doc 7.2)</i> demonstrates that the A428 eastbound future traffic would be within the capacity of a single lane at the merge with the A14 eastbound. The actual carriageway provision is two lanes with one lane hatched out for safety reasons. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|----------------------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | The design is inadequate and could be improved to better accommodate traffic in the area, such as a simpler layout omitting roundabouts, allowance for access from multiple directions and improvements to slip road design. | | | | ✓ | | The proposed layout for the Girton interchange would separate local and strategic traffic, thereby increasing safety and capacity. The interchange and slip roads have been designed to meet the relevant design standards, and provision has been made for access from multiple junctions. If roundabouts were omitted, the required junctions would be more complex. |
| Non-motorised users (NMU) | Histon and Impington Parish Council noted that the Woodhouse Accommodation Bridge is a key piece of NMU infrastructure. Connecting this into the Guided Busway and Girton would provide safe access avoiding the B1049 and Huntingdon Road. | ✓ | | | | | The Woodhouse Accommodation bridge is between Girton and Histon and is not being affected as part of this scheme. From consultation with Cambridgeshire County Council it has been clarified that provision of NMU facilities in this area would form part of the Darwin Green development proposals. |
| | South Cambridgeshire District Council raised concerns over the provision for NMU at Girton interchange, noting that there is a high number of NMU users in the area. | | ✓ | | | | A network of NMU connections around the Girton interchange area would allow interconnection of all the NMU routes. The proposed routes are shown at Sheet 21 of the <i>General Arrangement Plans (doc 2.2)</i> and include a shared footpath/cycle path from Weavers Field to Girton Accommodation Bridge, a signalised crossing facility at the A1307 and a new bridleway from footpath Girton 5 to bridleway Madingley 2. |
| | Cambridge City Council highlighted that the new NMU access will provide additional NMU connections, encouraging people to cycle within this corridor. | | ✓ | | | | Support is duly noted. |
| | A footbridge should be provided for Bridleway 6 from the end of Washpit Lane across to Madingley/Coton. | | | | ✓ | | It is proposed that the diverted bridleway Madingley 2 would extend north along the foot of the A14 westbound link embankment and connect to Girton Roundabout West. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|--------------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Full pedestrianised facilities should be provided near Girton College, and a safe path provided between Girton Footpath 4 and 5. | | | | ✓ | | Traffic signals would be provided (by the developer) at the North West Cambridge development junction with the A1307 Huntingdon Road. Cambridgeshire County Council would ensure that a toucan crossing facility is provided in this to cater for crossing movements, which would provide a safe path. |
| | Girton Footpath 4 should be upgraded to a bridleway. | | | | ✓ | | Footpaths Girton 4 and 5 would be upgraded to bridleway status by Cambridgeshire County Council providing access from Huntingdon Road to Girton Accommodation Bridge. |
| | Options for the retention of footpaths should be considered so that it restores connection between Girton, Madingley and Coton without the need for a large detour. | | | | ✓ | | A network of NMU connections around the Girton interchange area would allow interconnection of all the NMU routes. The proposed route for travelling from the northeast to southwest quadrants of Girton interchange would use Girton Accommodation Bridge and footpaths Girton 4 and 5 (proposed to be upgraded to bridleway status by Cambridgeshire County Council). These can be seen at Sheet 21 of the <i>General Arrangement Plans (doc 2.2)</i> . Traffic signals would be provided (by the developer) at the North West Cambridge development junction with the A1307 Huntingdon Road. |
| | The University of Cambridge seeks the opportunity to extinguish the existing Footpath 8 alignment and to re-route it along the new single carriageway road and along Beck Brook before re-joining the existing route. | | | | | ✓ | Footpath Girton 8 has not been realigned because this is not required for the purpose of the road improvement scheme, and thus there would be no statutory reason to extinguish the footpath. |
| Property and land | Objection to the inclusion of land from Ladysmith Farm as it is valuable development land. | | | ✓ | | | Temporary and permanent landtake is required at Ladysmith Farm, which is essential for the delivery of the scheme. Consultation has been undertaken with the relevant land interests |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | to minimise impacts where possible. Compensation would be provided in accordance with the standard legal procedures. |
| | Concerns regarding the amount of land locked in the centre of Girton interchange. This land should be allocated back to agricultural use or environmental mitigation. | | | ✓ | | | Land required within the centre of Girton interchange has been reduced to that which is necessary for the construction and operation of the scheme. Farmland which not required would be retained by the relevant land interest for agricultural use. |
| | The University of Cambridge noted that the proposed Huntingdon Road West Junction works were not conditional upon or a requirement of the A14 scheme delivery and therefore seek the removal of these proposals from the A14 scheme boundary. | | | | | ✓ | The scheme boundary has been modified so that the Huntingdon Road West junction works are outside of the scheme boundary and could proceed regardless of the scheme. |
| Safety | Madingley Parish Council highlighted that without an A428 (eastbound) link to the M11 the traffic exiting on the A428 and joining the A1303 at Madingley Hill would remain at an unacceptable level and will pose a safety risk. | ✓ | | | | | The proposals for Girton interchange do not include provision for additional movements between the A428 (eastbound) and M11 (southbound) due to associated costs and environmental impacts. The design of the Girton interchange does not preclude the movements being added at a later date. The scheme has been developed over a number of years. Many options have been considered and evaluated. Formal consultation has been held at key stages of the development process together with ongoing consultations with interested parties. The current scheme is a result of this process to date. The Highways Agency continues to review the operation of the trunk road network through its route-based strategy studies and will target future improvements where need is greatest. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | The proposals would make this junction safer. | | | | ✓ | | Support is duly noted. |
| | The slip road design and single lane running would create safety issues. | | | | ✓ | | The scheme includes improvements to the Girton interchange to improve the traffic flow for all existing movements. The proposed layout for the Girton interchange has been designed for safer and freer flowing traffic movements. |
| | Careful signposting and appropriate pedestrian facilities would be required. | | | | ✓ | | The scheme would include signage to help ensure that the Girton interchange would operate efficiently. It is the Highways Agency's intention that the modifications to Huntingdon Road as part of the A14 scheme would tie into the proposed Northwest Cambridge development junction. The scheme boundary has been modified so that the Huntingdon Road West junction works are outside of the scheme boundary and could proceed regardless of the scheme. Signalised crossings at the junction will be retained or upgraded to allow bridleway crossing. Traffic modelling has been undertaken which shows the junction will have sufficient capacity for the scheme and the development. |
| Scheme scope | South Cambridgeshire District Council commented that the Highways Agency should consider additional movements between the A438, M11, A1 and A14. They also commented that the A1303 should be upgraded to accommodate trunk road traffic. | | ✓ | | | | The scheme does not include provision for movements that are not currently provided such as the A428 to M11 or improvement outside the scheme boundary. The Highways Agency will target future improvements in the area where need is greatest. The design of the Girton interchange does not preclude the movements being added at a later date. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|----------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Essex County Council noted that the Highways Agency should consider improvement to the M11 between J11 and J14 in the short term and improvement north of J8 in the longer term. | | ✓ | | | | |
| Traffic | Hilton Parish Council stated that average journey times through the new Girton interchange should be reduced and the proposed improvements here are welcome. | ✓ | | | | | Support is duly noted. |
| | Suffolk County Council highlighted the need for careful traffic management at the Girton interchange. | | ✓ | | | | Alternative routes or diversion routes will be prescribed in an Operational Strategy that would be agreed with the relevant local authority. Day to day traffic management has been considered and would be implemented as appropriate by the Highways Agency. |
| | Suffolk Country Council raised concerns with the potential conflict of traffic at Girton interchange, in particular how local traffic is to be merged with the A14. | | ✓ | | | | The Highway's Agency traffic forecasts indicate that daily flows on the M11 to the south of Girton interchange are forecast to increase by less than ten per cent with the scheme. The scheme does not include provision for movements between A428, M11, A1 and A14. Local traffic is to be merged with the A14 by a merge system which will meet the relevant design standards. |
| | Essex County Council highlighted that the M11 to the west of Cambridge is operating near capacity and the proposals could make this situation worse. | | ✓ | | | | The Highways Agency's traffic forecasts indicate that daily flows on the M11 to the south of Girton interchange (and the west of Cambridge) are forecast to increase by less than ten per cent with the scheme. The Highways Agency recognises Girton interchange is a complex and heavily trafficked intersection between a motorway, two A-roads and an arterial route into Cambridge. The proposed layout for the Girton interchange has |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | been designed for safer and freer-flowing traffic movements in both eastbound and westbound directions of the A14. It would remove the existing A14 westbound loop and replace this with a safer dedicated free-flow connection. |
| | Cambridge City Council noted that the design would reduce conflict at the junction. | | ✓ | | | | Comment is noted. |
| | The junction regularly causes delays and the improvements should aid traffic flow. | | | | ✓ | | Comment is noted. |
| | The proposals will make congestion worse and make no allowance for extra traffic in the future. | | | | ✓ | | The scheme includes improvements to the Girton interchange to improve the traffic flow for all existing movements. This includes provision of an additional lane on the A14 West to A14 east and an additional lane on the A14 east to the A14 West. The scheme has been designed to accommodate development growth up to the year of 2035. The road traffic model used to inform the design of the scheme includes all development that is considered to be 'near certain' or 'more than likely'. Details of these developments have been provided by the local planning authorities in Cambridge. |
| | Consultees queried how local access roads would connect to the route. The A14 does not serve the local communities. | | | | ✓ | | Access to the A14 (east) to/from the village of Girton would be unchanged from the existing situation. Traffic to the A14 (West) would no longer be able to use the Dry Drayton junction (Junction 30) as this would be one of the junctions closed for safety reasons, but would be able to use the new Local Access Road to connect to Bar Hill and Girton junctions for the A14. |
| | Concerns about rat running through local villages such as Histon, Boxworth and | | | | ✓ | | The improvements to the A14 mean that there would be less need for strategic through traffic to leave the A14 and seek |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Knapwell. | | | | | | alternative routes. |
| | Queries regarding traffic modelling, specifically whether it includes additional movements at Girton interchange. | | | | ✓ | | The scheme does not include provision for movements that are not currently provided outside the scheme boundary. There has therefore been no further modelling specifically on the impact of providing additional movement at the Girton interchange, although the design does not preclude these movements being added at some future date. These additional movements would have associated costs and environmental implications that would make the scheme unaffordable. The scheme does not include provision for movements not currently provided such as the A428 to M11 or outside the scheme boundary. The Highways Agency will target future improvements in the area where need is greatest. |

15.5 Summary of changes made to proposals

15.5.1 *Table 15.4* below provides a summary of the key design changes made to this element of the scheme in response to consultation feedback. *Appendix E* summarises all comments received and confirms where these relate to a change to the proposal in each case.

Table 15.4: Proposed changes following consultation

| Consultation feedback | Change to the proposal since the formal consultation | Location of design change ¹⁷ |
|---|--|---|
| Safety and capacity concerns regarding A14 southbound exit to and merge with A1307 Huntingdon Road | <p>This element of the scheme has been amended with a new separate slip road from the A14/M11 for city bound traffic and proposed roundabout with A1307 local access road. The existing offside diverge from A14 to A1307 Huntingdon Road would be removed.</p> <p>A roundabout has been introduced to accommodate the reduction in standard of Huntingdon Road from dual carriageway to single carriageway, and to encourage lower speeds entering Cambridge.</p> | Sheets 20 and 21 |
| Impact on farming operations and university land | <p>Amendments have been made to the layout to help reduce impacts on farming operations. These are summarised below.</p> <ul style="list-style-type: none"> Balancing ponds have been relocated in response to consultation with landowners, and to minimise permanent land take where possible. The land required for the construction and/or operation of the scheme has been reduced in some locations. Replacement special category land has been removed from the scheme. Further consideration has concluded that the land that would be taken for the scheme would not meet the criteria for replacement land to be required. Realignment of the proposed access road and right of way to the east of the junction to reduce permanent land take. | Sheet 21 |
| Query over the use of the proposed 'potential replacement special category land' | <p>Areas required for replacement special category land have been removed from the scheme. Further consideration has concluded that the land that would be required for the scheme would not meet the criteria for replacement land to be required.</p> | Sheet 21 |
| Effect of works in flood plain on flood risk | <p>Additional flood compensation areas have been added into the scheme, following further consultation with the Environment Agency. Any encroachment by the scheme into the floodplain would be mitigated by providing an equivalent sized floodplain compensation area.</p> | Sheets 20 and 21 |
| Noise impacts at | <p>The location of the proposed noise barrier adjacent to</p> | Sheet 21 |

¹⁷ These locations can be identified on the sheets referenced and provided in the *General Arrangement Plans (document reference 2.2)*, within *Volume 2 Plans/Drawings/Sections* in the DCO application.

| Consultation feedback | Change to the proposal since the formal consultation | Location of design change ¹⁷ |
|--|--|---|
| Girton | Girton has been moved to a more effective location from the roadside to the top of the existing cutting, near Girton. | |
| Impact on NMU (footpath network) | A new NMU connection has been added between Girton (Weavers Field), Footpath 4 and the proposed bridleway towards Oakington/Dry Drayton. This will improve NMU connectivity in the Girton interchange area. | Sheet 21 |
| Concerns regarding provision for cyclists and pedestrians between Footpath Girton 5 and Footpath Girton 4 | <p>Traffic signals have been added to the scheme at the North West Cambridge development junction with A1307 Huntingdon Road.</p> <p>Cambridgeshire County Council would provide a toucan crossing facility to cater for the crossing movements. Additionally, Cambridgeshire County Council plans to convert the footpaths to bridleways to link to the wider NMU facilities being provided north and west of Girton interchange as part of the scheme. A shared use link is also being provided on the east side of A1307 to link the toucan crossing to the footpath (to become a bridleway).</p> | Sheet 21 |

16 Junctions general

16.1 Overview

- 16.1.1 This element of the scheme relates to the proposed improvement of junctions across the proposed scheme.
- 16.1.2 Questions 10a to 10f of the questionnaire relate specifically to Swavesey, Bar Hill and Girton junction improvements and the analysis for these sections is provided in chapters 13, 14 and 15 of this report. This chapter deals with the general comments received under question 10 on the design of junctions that are not attributable to a specific junction design section.
- 16.1.3 The chapter provides an overview of the comments received, including responses received by letter and email (non-questionnaire responses), which refer generally to junction improvements. It relates only to the consultation feedback received in response to the statutory consultations from 7 April to 15 June 2014.

16.2 Consultation responses received

- 16.2.1 Of the total of 1,152 questionnaires received, 228 consultees made a total of 237 comments regarding junction improvements generally. Written responses were provided as follows:
- 215 questionnaire responses to question 10, which referred to junctions in general;
 - 7 letters that referred to junction improvements generally; and
 - 6 emails that referred to junction improvements generally.
- 16.2.2 *Table 16.1* provides a breakdown of the consultees that responded. This includes consultees that responded to the Section 48 publication as this was undertaken within the same time period (7 April to 15 June 2014).

Table 16.1: Breakdown of consultees that provided responses in regard to the junction improvements by consultee strand

| Responses relevant to general junction improvements | |
|---|---|
| Total number of respondents | Consultee |
| s42(1)(a) | Prescribed consultee |
| 5 | <ul style="list-style-type: none"> • Anglian Water • Associated British Ports • Lolworth Parish Council • Parish Council of Offord Cluny and Offord D'arcy • Conington Village Council |
| s42(1)(b) | Local authority |
| 1 | <ul style="list-style-type: none"> • Suffolk County Council |
| s42(1)(d) | Land interest |
| 13 | One land interest organisation: <ul style="list-style-type: none"> • The Ramblers, Cambridge Group 12 land interest individuals |
| s47 | Local community |
| 204 | 204 local community respondents |
| s47 | Key stakeholders |
| 5 | <ul style="list-style-type: none"> • Babergh District Council • Campaign to Protect Rural England (CPRE) • Joint Parishes HCV • Northstowe Joint Development Control Committee • University of Cambridge |

16.3 Analysis of written responses

16.3.1 *Figure 16.1* illustrates the number of consultees that commented by key topic, when providing comments on the junction proposals in general. The topics have been developed to help categorise the responses received from the consultation.

16.3.2 Overall, the most frequently raised topics among local community respondents were traffic and general design. Among the consultees with a land interest (s42(1)(d)), the most frequently raised topics were in regard to general design and other issues. Local authorities (s42(1)(b)) and prescribed consultees (s42(1)(a)) made comments related to general design.

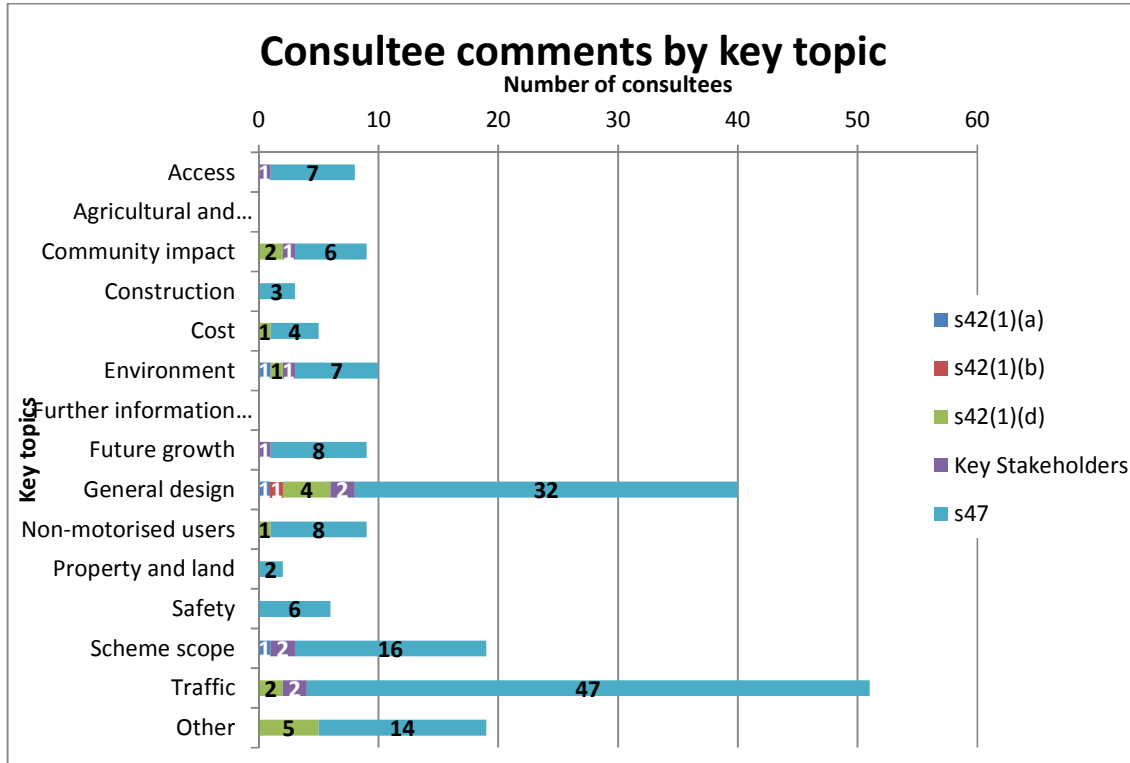


Figure 16.1: Topics raised by consultee strands

- 16.3.3 With regard to traffic, consultees noted the issues with local traffic rather than strategic traffic, which impacts on the A14 as a result of travelling in and out of Cambridge. Associated British Ports (s42(1)(a)) suggested the use of peak time traffic lights.
- 16.3.4 General design issues were raised across the consultee strands. Suffolk County Council that noted the junction spacing between Girton and Swavesey is significantly less than the standards usually applied to motorways. Local community consultees (s47) commented on the need for motorway standards and noted the need for junction improvements, although there were mixed comments regarding the extent to which the proposals will address congestion and traffic flow issues.
- 16.3.5 *Table 16.2* provides a summary of all of the comments raised regarding junction improvements generally, and the Highways Agency’s response. In doing so, it demonstrates how consultation feedback has been taken into account. A full list of comments raised is provided in appendix E, *Table 16*.

Table 16.2: Summary of general feedback regarding junction improvements

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-------------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Access | Improvements required to make it easier for local traffic to access local villages, towns and cities. | | | | ✓ | | The new local access road between Fen Drayton and Girton would improve access for local traffic to the villages between Cambridge and Huntingdon. |
| | Concerned about the new access to the crematorium. | | | | ✓ | | Improved access to the crematorium would be provided from the local access road. |
| Community impact | Adverse impacts on local communities, such as Swavesey and Bar Hill villages which are close to the proposals. | | | ✓ | ✓ | | Residents of Swavesey and Bar Hill would benefit from the scheme through increased capacity on the A14 which will result in less disruption, better non-motorised user (NMU) connectivity due to provision of NMU tracks/routes, better and more reliable access to Cambridge and Huntingdon via the local access road, more reliable journey times, less congestion, and less rat running. Any significant environmental effects and proposed mitigation measures are set out in the <i>Environmental Statement (doc 6.1)</i> . |
| Construction | Construction will cause congestion. | | | | ✓ | | It is acknowledge that during construction there is likely to be some impact on traffic flow, the effects of which are set out in Chapter 7 of the <i>Environmental Statement (doc 6.1)</i> and the <i>Transport Assessment (doc 7.2)</i> . Works would be planned to minimise impacts and contractors would work within the Code of Construction Practice (CoCP) to help minimise the disruption. |
| Cost | The proposals will be a huge expense for the project. | | | ✓ | | | The cost of the scheme is proportionate to the size of the scheme and provides high value for money. More information can be found in the <i>Case for the Scheme (doc 7.1)</i> . |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|--------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | The junctions do not add value. | | | | ✓ | | There is a need to provide some junctions to enable the improved A14 to function, but the scheme would reduce the number of junctions and improve those junctions that remain. This would increase capacity and safety at these junctions. |
| | The design is overly engineered and too expensive. | | | | ✓ | | A number of alternative options have been considered and consulted on to develop the scheme, which is designed to meet expected traffic flows in design year 2035. The design is considered to be the best solution and the traffic modelling shows that the scheme is fit for purpose and will operate well. Cost benefit analysis shows the cost of the scheme provides high value for money. |
| Environment | There will be a severe permanent impact on the environment. | | | ✓ | | | The likely significant environmental impacts of the proposed scheme are assessed in the environmental impact assessment and reported, along with proposals for mitigation, in the <i>Environmental Statement (doc 6.1)</i> . |
| | Climate change has not been properly considered. | | | | ✓ | | Climate change has been taken into account during the planning and design of the scheme, and is considered in the <i>Environmental Statement (doc 6.1)</i> . The scheme road drainage would include an allowance for the effects of climate change by increasing rainfall intensities of the design storms by 20% over and above current design rainfall intensities. |
| | Wildlife bridges should be provided and sound barriers and landscaping should be used to improve habitat corridors. | | | | ✓ | | The likely significant effects on ecology as a result of the scheme have been assessed and reported in Chapter 11 of the <i>Environmental Statement (doc 6.1)</i> . The <i>Environmental Statement</i> also sets out proposed mitigation measures, including a number of noise barriers and landscaping measures. A need for bespoke wildlife or green bridges has |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-------------------------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | not been identified, however there are numerous wildlife crossings beneath the road and the planting design will channel wildlife movements at key locations to aid safer crossings. |
| | Noise pollution and appropriate mitigation should be adequately considered. The A14 can currently be heard from some distance away at the Oakington junction and Impington. | | | | ✓ | | The likely significant noise effects as a result of the scheme, along with proposals for mitigation, have been assessed and reported in Chapter 14 of the <i>Environmental Statement (doc 6.1)</i> . Extensive mitigation measures have been designed into the scheme to reduce noise impacts during operation, including the alignment and cuttings, low-noise road surfacing and landscaped earthworks. Noise barriers would also be provided at noise Important Areas, where they would substantially reduce the existing high noise levels. |
| Further information required | Have not been provided with sufficient information to fully understand these proposals, and it has been difficult to find what is available. The drawings provided are difficult to understand. | | | ✓ | ✓ | | In the <i>Consultation Brochure</i> the Highways Agency provided information for consultees to understand the key issues and prepare well informed responses. Contact details were provided on all documentation, for consultees who wished to learn more about proposals. |
| | The closure of the Oakington junction has not been mentioned in the documentation. | | | | ✓ | | The closure of the junction was mentioned on Page 51 of the <i>Consultation Brochure (see Appendix A)</i> . Closure of the junction would be necessary to improve safety and capacity. |
| Future growth | Lolworth Parish Council, Gallagher Estates Ltd and local community consultees commented that junction capacity should better reflect future growth in the local area, and particular regard should be given to the Northstowe development. Further reassurance on the long term capacity and | ✓ | | ✓ | ✓ | | The A14 improvement scheme, including its junctions, would accommodate forecast development growth within Cambridgeshire in the period up to 2035. The design included the impacts of all known “certain” and “near certain” planned developments in the area, including phases one and two of Northstowe (5,000 homes). The scheme also includes capacity to accommodate the full Northstowe development of |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-----------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | resilience of the junctions is required. | | | | | | 10,000 homes. |
| | The proposed junctions improve the current situation and will help others to invest in the area for future development. | | | | ✓ | | Support duly noted. |
| General design | Hemingford Grey Parish Council noted that the Highways Agency should ensure that the junction designs are fit for purpose, notably in their ability to cope with all commuter traffic going to/from Cambridge. | ✓ | | | | | The proposed A14 improvement scheme, including its junctions, would accommodate forecast development growth within Cambridgeshire in the period up to 2035. |
| | The proposals should be built up to motorway standards. | | ✓ | | ✓ | | The current scheme does not include provision for motorway standards. Changing the proposed road category to motorway has many consequences particularly for non-motorway traffic. It would add significantly to scheme cost and is not considered necessary to meet the scheme objectives. |
| | The general widening of the A14 between Swavesey and Girton is preferred as it would use the existing A14 route without re-routing it across currently untouched land. | | | ✓ | | | Support noted; the scheme includes widening the existing carriageway between Swavesey and Girton interchange. |
| | The A14 should stay on its existing route past Fenstanton before diverting to the new A14, with a junction at St Ives Galley Hill rather than the proposed Swavesey junction. | | | ✓ | | | This option was consulted on in 2007 and not found to be favourable by the majority of the public. This option would have a significant impact on Fenstanton. |
| | The laybys along this stretch need to be removed. | | | | ✓ | | The scheme design would remove parking lay-bys, although lay-bys for emergency use only would be provided. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Another truck stop will be required along this stretch. | | | | ✓ | | The scheme does not include provision for additional truck stops. Facilities for overnight parking will be available at private sector-operated service areas. There are currently three privately operated truck stop service areas (Brampton Hut, Alconbury and Cambridge Services) within the boundary of the scheme. |
| | The junction design is too complex and might not work in practice. | | | | ✓ | ✓ | A number of junction designs have been considered and consulted on to develop the scheme. The proposed design is considered to be the best solution and the traffic modelling shows that the scheme and junctions are fit for purpose and will operate well. The junction layouts have been chosen to be as simple as possible whilst accommodating the forecast traffic and development growth within Cambridgeshire in the period up to 2035. |
| | Improvements to the junction design are welcomed as the current junctions need upgrading. | | | | ✓ | ✓ | Support duly noted. |
| | Remove the petrol stations and close the Lolworth and Conington accesses. | | | | ✓ | | The scheme design would remove direct access between the A14 and the service stations, Conington and Lolworth. Access to these would be via the junctions and local access roads. |
| | Local feeder roads should be either side of the junctions to avoid complicated junctions. | | | | ✓ | | Analysis has shown that the proposed local access road should be of single carriageway standard. Provision of an additional local access road or dual carriageway standard would complicate the junctions further and not provide good value for money. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|----------------------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Non-motorised users (NMU) | There seems to be limited provision for non-motorised users. The opportunity should be taken to restore and improve rights-of-way across the route, such as would be suitable for non-motorised users. | | | | ✓ | | Approximately 15 km of new NMU facilities would be provided as part of the scheme. This would include over 12 km of continuous shared NMU facilities from Fenstanton to Girton, two NMU bridges are proposed at Bar Hill and Swavesey, and bridleways would be re-established at Brampton. |
| | The design should take more account of cyclists in a zone where far higher levels of cyclist use can be expected in the future. | | | | ✓ | ✓ | NMU facilities would be designed taking into consideration future growth in use and proposed developments. |
| | A better quality cyclist and pedestrian route is needed between the new North West Cambridge development and Madingley. | | | | ✓ | | Improvements to the A428 are not included within the scheme. However the proposed upgrading of footpaths Girton 4 and 5 to bridleway status and the provision of a new bridleway would provide a link from the development to Madingley Accommodation bridge. |
| Property and land | Anglian Water noted that they have assets throughout the development area and should be contacted independently for full details of the assets that will be affected. | ✓ | | | | | The Highways Agency has engaged with Anglian Water and are in discussions regarding the scheme in relation to Anglian Water's assets. |
| | Improvement to these junctions to improve traffic flow would be positive if done without taking up any more additional land than is necessary. | | | | ✓ | | The scheme design, including junction layout, minimises land take to that which is necessary for the permanent and temporary works. |
| Safety | The current junctions are dangerous, with short on and off ramps and narrow lanes and accidents are frequent. | | | | ✓ | | The scheme would reduce the number of junctions and improve those junctions that remain. All junctions, including entrance and exit ramps would be designed to meet the relevant design standards including the <i>Design Manual for Roads and Bridges (DMRB)</i> . These improvements would |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | increase capacity and safety at these junctions. |
| | The designs would encourage unduly fast traffic speeds for local connections, making the junctions potentially dangerous. | | | | ✓ | | The design speeds for local roads and connections to junctions have been discussed and agreed with Cambridgeshire County Council, the local highway authority. The design of the junctions has been selected to comply with the relevant design standards including the <i>DMRB</i> . |
| Scheme scope | Associated British Ports commented that consideration should be given to other forms of commuting such as the guided busway and other public transport choices to/from Cambridge. | ✓ | | | | | <p>The <i>Cambridge to Huntingdon Multi Modal Study (CHUMMS, 2001)</i> identified a package of transport measures. This included rail improvements with the Felixstowe to Nuneaton line and the development of a guided busway. All of the measures have now been delivered leaving the A14 Cambridge to Huntingdon improvement scheme as an important outstanding development.</p> <p>More recently, in 2011 a study was commissioned by the Department for Transport, in conjunction with the county councils of Cambridgeshire, Suffolk and Northamptonshire, to look at multi-modal transport solutions to the issues of congestion of the A14 between Cambridge and Huntingdon. A third A14 study (A14 Study Output 3) was then produced in November 2012 comprising an appraisal of the shortlisted public transport, rail freight and highway packages identified in the previous stage of the study. The public transport package included proposals for a new park-and-ride site and the introduction of new local bus services to connect outlying settlements with Cambridge City Centre. The rail freight package consisted of proposals for new and expanded strategic rail freight infrastructure, including new links between the Felixstowe branch line and the Great Eastern</p> |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | <p>Mainline and the remodelling of sections of the railway between Felixstowe and Nuneaton. The rail freight package was forecast to reduce HGV traffic on the A14 in the core study area by up to 11%, which would offset between 60% and 80% percent of the forecast growth in HGV traffic between 2011 and 2031. The public transport package would equate to a reduction of less than one percent of the peak-hour traffic on the A14 trunk road.</p> <p>The scheme would also provide over 15 km of new and improved NMU links which should help to encourage alternative forms of commuting.</p> |
| | Alternative proposals needed so the villages around Swavesey, Bar Hill and Girton junctions cannot directly access the A14. | | | | ✓ | | The scheme would reduce the number of junctions and remove private accesses. Access to the villages around Swavesey, Bar Hill and Girton would be provided via the local access road. |
| | A14 should be transformed into the M11. | | | | ✓ | | The A14 is part of a continuous route between the M1/M6 at Catthorpe and Felixstowe. It would be inappropriate for this section to become the M11. Changing the proposed road category to motorway also has many consequences particularly for non-motorway traffic. It would add significantly to scheme cost and is not considered necessary to meet the scheme objectives. |
| | Traffic issues caused by the guided bus crossing in St Ives should be solved. | | | | ✓ | | The guided busway crossing in St Ives does not form part of the scheme, and would therefore need to be a raised for consideration by Cambridge County Council. The busway crossing is a sufficient distance to not have any impacts on traffic flow of the proposed scheme. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | The current A14 should be improved instead with similar junction improvements at Hemingford, St Ives and Fen Drayton. | | | | ✓ | | This was considered in the earlier design options, however following consultation in Autumn 2013 it was not taken forward because issues at Brampton Hut, Spittals and the Huntingdon viaduct would not be resolved. Chapter 4 of the <i>Environmental Statement</i> sets out the main alternative options and an assessment of each. The proposed scheme was considered to offer the best value for money. |
| | An Oakington/Dry Drayton option should have been considered. | | | | ✓ | | Consideration was given to an Oakington/Dry Drayton junction however there is insufficient space to provide a junction at Dry Drayton to the required standards between Girton and Bar Hill. Closure of the existing junction would be necessary to improve safety and capacity. Access to Oakington and Dry Drayton is maintained via the Bar Hill Junction and the proposed local access road. |
| | East Anglia needs a better road network to the A11 North and London. | | | | ✓ | | Comment noted. The Highways Agency continues to review the operation of the A14 and other trunk roads through its Route Based Strategy studies and will target future improvements where need is greatest. |
| | The scheme should avoid Swavesey and Bar Hill villages. | | | | ✓ | | An option which avoided upgrading this section of the A14 was considered in the earlier options. Following consultation in Autumn 2013 it was not taken forward in the preferred option. Chapter 4 of the <i>Environmental Statement (doc 6.1)</i> sets out the main alternative options and an assessment of each. The proposed scheme was considered to offer the best value for money. |
| | A bypass should be considered for Willingham. | | | | ✓ | | A Willingham bypass is beyond the remit of this scheme and would be a matter for Cambridgeshire County Council. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Encourage more effective bus services in the area instead. | | | | ✓ | | <p><i>The Cambridge to Huntingdon Multi Modal Study (CHUMMS, 2001)</i> identified a package of transport measures. This included rail improvements with the Felixstowe to Nuneaton line and the development of a guided busway. All of the measures have now been delivered leaving the A14 Cambridge to Huntingdon improvement scheme as an important outstanding development.</p> <p>More recently, in 2011 a study was commissioned by the Department for Transport, in conjunction with the county councils of Cambridgeshire, Suffolk and Northamptonshire, to look at multi-modal transport solutions to the issues of congestion of the A14 between Cambridge and Huntingdon. A third A14 study (A14 Study Output 3) was then produced in November 2012 comprising an appraisal of the shortlisted public transport, rail freight and highway packages identified in the previous stage of the study. The public transport package included proposals for a new park-and-ride site and the introduction of new local bus services to connect outlying settlements with Cambridge City Centre. The rail freight package consisted of proposals for new and expanded strategic rail freight infrastructure, including new links between the Felixstowe branch line and the Great Eastern Mainline and the remodelling of sections of the railway between Felixstowe and Nuneaton. The rail freight package was forecast to reduce HGV traffic on the A14 in the core study area by up to 11%, which would offset between 60% and 80% percent of the forecast growth in HGV traffic between 2011 and 2031. The public transport package would equate to a reduction of less than one percent of the peak-</p> |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|----------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | hour traffic on the A14 trunk road. Following consultation with operators, bus stop provision has also been amended at Swavesey junction and the crematorium. |
| | Disappointed at the omission of a roundabout on the existing A14 between Conington and Fen Drayton. | | | | | ✓ | The roundabout at this location primarily served a change in standard from dual carriageway to single carriageway. When the single carriageway section was changed to a dual carriageway due to capacity reasons, the roundabout was no longer necessary. |
| Traffic | Associated British Ports commented that it is local traffic, not strategic traffic, which impacts on the A14 performance as a direct result of the high levels of commuting into and out of Cambridge. As such, consideration should be given to the use of peak time traffic lights so that the impact on the main A14 can be managed. | ✓ | | | | | Commuter traffic travelling towards Cambridge would have a choice of routes, with both the A14 mainline and the local access road providing access on to the A1307 Huntingdon Road. The scheme includes enhanced on-road technology and signing to manage traffic flow and provide advance warning of traffic conditions. This would introduce better lane control, providing adequate capacity for predicted traffic levels and is thereby expected to improve journey time reliability and reduce the number of accidents. Traffic lights are therefore not considered necessary. |
| | The proposals will ease congestion and improve traffic flow. | | | ✓ | ✓ | | The scheme would provide additional road capacity to accommodate future traffic growth and would help to improve traffic flow, alleviate congestion and enhance journey reliability. |
| | The increase in traffic will negate any benefit of the scheme. | | | ✓ | ✓ | | The <i>Transport Assessment (doc 7.2)</i> concludes that the amount of additional traffic generated as a direct result of the scheme would be small. It has also been ensured that the proposed scheme would accommodate forecast development growth within Cambridgeshire in the period up to 2035. The |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | majority of the traffic growth would be due to planned development in the region and existing trips diverting back on to the A14. |
| | Local access routes need to be improved to encourage local traffic to use them. | | | ✓ | | | The scheme would separate local traffic from long-distance and commuter traffic with the introduction of the local access road between Fen Drayton and Girton. The local access road is forecast to carry up to 14,700 vehicles per day, which would otherwise need to use the A14 mainline. This level of flow is well within the capacity of the proposed single carriageway standard of the road. |
| | These proposals will lead to congestion. | | | | ✓ | | The scheme is intended to alleviate existing congestion issues and provide additional road capacity to accommodate future traffic growth, enhance journey reliability and help reduce the frequency of accidents. The proposed junction layouts have been designed to accommodate the forecast flows using these junctions. The Highways Agency is satisfied that the proposed junctions, while busy, would operate satisfactorily at peak times, with minimal congestion. |
| | Differentiating traffic types would smooth flow rates. | | | | ✓ | | A core objective of the scheme is to separate strategic through-traffic and long-distance commuters from local traffic, providing appropriate standards of road for each group of travellers. The scheme would achieve this by creating additional capacity on the A14 that would allow traffic that is currently using alternative routes to divert back onto the A14. |
| | Local traffic needs to move smoothly and safely on and off the major trunk roads. Through traffic needs to flow freely and logically as it routes north, south, east and | | | | ✓ | | The section of the A14 between Cambridge and Huntingdon currently has many junctions, lay-bys and local accesses, which interrupt the flow of traffic and contribute to the congestion and potential for accidents on the route. The |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | west. | | | | | | scheme would reduce the number of junctions, lay-bys and local accesses, which should help improve the safe flow of traffic and reduce the frequency of incidents on the mainline. The scheme, including entrances and exits would be designed to meet the relevant design standards including the <i>Design Manual for Roads and Bridges (DMRB)</i> to ensure safety and freedom of traffic flow. |
| | The proposals should deter cross country rat-running through unsuitable villages. | | | | ✓ | | The scheme would create additional capacity on the A14 that would allow traffic that is currently using alternative routes to divert back onto the A14. As a result a number of villages would benefit from a reduction in through traffic. |
| | A restriction on lorries overtaking at certain times would improve traffic flow dramatically. | | | | ✓ | | Whilst restricting HGVs to the nearside lane might allow car drivers to travel slightly faster, it would do little to improve total throughput and increase capacity and is therefore not proposed as part of the DCO application. The provision of a high quality route designed to modern standards with additional lanes would lessen the effects of HGVs overtaking on other road users. |
| | Speed restrictions at peak times on slip roads should be implemented. | | | | ✓ | | The scheme includes enhanced on-road technology and signing to manage traffic flow and provide advance warning of traffic conditions. This would introduce better lane control, providing adequate capacity for predicted traffic levels and is thereby expected to improve journey time reliability and reduce the number of accidents. The use of traffic signals on entry slip roads is not part of the scheme. The <i>Transport Assessment (doc 7.2)</i> indicated that the proposed scheme will have sufficient capacity until 2035, therefore speed restrictions are not considered necessary. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Traffic modelling should be provided to back up the design. | | | | ✓ | | Extensive traffic modelling studies have been undertaken to establish that the proposed junction layouts can accommodate predicted traffic levels. Details of these operational assessments can be found in Chapter 7 of the <i>Transport Assessment (doc 7.2)</i> . |

16.4 Summary of changes made to proposals

16.4.1 *Table 16.3* below provides a summary of the key design changes made to this element of the scheme in response to consultation feedback. *Appendix E* summarises all comments received and confirms where these relate to a change to the proposal in each case.

Table 16.3: Proposed changes following consultation

| Consultation feedback | Change to the proposal since the formal consultation | Location of design change ¹⁸ |
|--|--|---|
| <p>Concern about the impact the Northstowe development will have on junctions</p> | <p>The proposed Bar Hill junction has been further developed to accommodate forecast traffic flows up until year 2035, including the first and second phases of the Northstowe development (approximately 5,000 homes). One of the 'loop roads' has been removed. The eastern loop is retained and traffic signal control has been added to accommodate traffic movements and non-motorised users. The layout of the B1050 Hatton's Road has also been amended to provide two lanes in each direction between the Bar Hill junction and the southern access to the Northstowe Phase 2 development.</p> <p>In addition allowance has been made for the Bar Hill junction to be expanded to accommodate the potential full build out of Northstowe (10,000 homes). This includes providing earthworks and structures that are capable of accommodating an enlarged junction.</p> | <p>Sheet 17</p> |
| <p>Concern at lack of provision for NMU at junctions</p> | <p>Two NMU (only) bridges are proposed at Bar Hill and Swavesey junctions. Connections to these have been realigned, and at Swavesey the bridge lengthened, to improve safety for NMU.</p> <p>Proposals have been amended to improve connectivity into the surrounding NMU network, for example a connection between Bar Hill and footpath 150/5 towards Lolworth, and an extension of the proposed NMU route along the old A14 to Fenstanton.</p> <p>New bridleways would be created to re-establish connectivity at Brampton and these details have been refined and clarified since consultation, to improve connections to Brampton Hut Services, Grafham Road, and Brampton Woods, as well as linking northwards towards Wooley Road.</p> <p>New rights of way would be created to re-establish connectivity at Girton and these details have been refined and clarified since consultation, to improve connections from Girton to Madingley and into Cambridge as well as out to Bar Hill and beyond</p> | <p>Sheets 5, 15, 16 and 21.</p> |
| <p>Designs encourage unduly fast traffic</p> | <p>The alignment of the link road between Swavesey Junction southern roundabout and the roundabout at Cambridge</p> | <p>Sheet 15</p> |

¹⁸ These locations can be identified on the sheets referenced and provided in the *General Arrangement Plans (document reference 2.2)*, within *Volume 2 Plans/Drawings/Sections* of the DCO application.

| Consultation feedback | Change to the proposal since the formal consultation | Location of design change¹⁸ |
|--|--|---|
| speeds for local connections at junctions | Services has been revised to help reduce speeds. | |
| The scheme should encourage better bus services | Following consultation with operators, bus stop provision has been amended at Swavesey junction and the crematorium. | Sheets 15 and 20 |

17 Demolition of existing A14 viaduct, and related changes to local roads, in Huntingdon

17.1 Overview

- 17.1.1 This element of the scheme relates to the demolition of the existing A14 viaduct, and related changes to local roads, in Huntingdon. It comprises the transferring of approximately 21 km (13 miles) of the existing A14 to local highway authority control (known as de-trunking), the removal of the A14 viaduct over the East Coast Mainline railway and construction of roundabouts and link roads to connect the de-trunked A14 into the existing local road network. *Chapter 2* of this document provides a more detailed description.
- 17.1.2 This chapter relates to question 5a and 5b of the questionnaire (a copy of the questionnaire is provided in Appendix B), as quoted below:

5 Demolition of existing A14 viaduct, and related changes to local roads, in Huntingdon.

5a Do you agree with the proposals for this area?

Yes No Unsure

5b Please explain your reasons for your response and anything else we should take into account in this area.

- 17.1.3 This chapter provides an overview of the comments received, including responses received by letter and email (non-questionnaire responses), which refer specifically to the demolition of the viaduct and related changes to local roads. It relates only to the consultation feedback received to the statutory consultations from 7 April to 15 June 2014.

17.2 Consultation responses received

- 17.2.1 Of the total 1,152 questionnaires received, 897 consultees responded to question 5a of the questionnaire.
- 17.2.2 A total of 566 consultees provided written responses that relate to the demolition of the existing A14 viaduct, and related changes to local roads, in Huntingdon (question 5b), making a total of 735 comments. Written responses were provided as follows:
- 494 questionnaire responses to question 5b;
 - 48 letters that relate to the demolition of the existing viaduct and related changes to local roads, in Huntingdon; and
 - 24 emails that relate to the demolition of the existing viaduct and related changes to local roads, in Huntingdon.
- 17.2.3 *Table 17.1* provides a breakdown of the consultees that responded. The numbers of consultees listed under section 47 below includes consultees

that responded to the section 48 publication as this was undertaken within the same time period (7 April to 15 June 2014).

Table 17.1: Breakdown of consultees that responded to the demolition of the viaduct and related changes to local roads by consultee strand (question 5a, question 5b and correspondence)

| Responses to question 5a | | Written responses relevant to question 5b | |
|-----------------------------|---|---|---|
| Total number of respondents | Consultee | Total number of respondents | Consultee |
| Consultee strand | | | |
| s42(1)(a) | Prescribed consultee | | |
| 5 | <ul style="list-style-type: none"> • Anglian Water • Associated British Ports • Lolworth Parish Council • Offord Cluny and Offord D'arcy Parish Council • Old West Internal Drainage Board (IDB) | 5 | <ul style="list-style-type: none"> • Associated British Ports • Brampton Parish Council • Buckden Parish Council • English Heritage • Offord Cluny and Offord D'arcy Parish Council |
| s42(1)(b) | Local authorities | | |
| 0 | - | 2 | <ul style="list-style-type: none"> • Cambridgeshire County Council (hosting authority – “C”) • Huntingdonshire District Council (hosting authority – “B”) |
| s42(1)(d) | Land interests | | |
| 54 | 11 land interest organisations <ul style="list-style-type: none"> • Cambridge Regional College • Gallagher Estates • Domino UK Ltd • IAC Wright • The Ramblers, Cambridge Group • Ebeni Ltd • Church Commissioners for England • Wood Greed, The Animal Charity • Landro & Hinchingsbrooke Water Tower Ltd • Savills • Conington Pub Co Ltd 43 land interest individuals | 53 | 8 land interest organisations: <ul style="list-style-type: none"> • Bletsoes • Domino UK Ltd • Gallagher Estates • Huntingdon Freeman's Trust • IAC Wright • Landro & Hinchingsbrooke Water Tower Ltd • The Ramblers, Cambridge Group • Wood Green, The Animal Charity 45 land interest individuals |

| Responses to question 5a | | Written responses relevant to question 5b | |
|-----------------------------|---|---|---|
| Total number of respondents | Consultee | Total number of respondents | Consultee |
| s47 | Local community | | |
| 828 | 828 local community respondents | 491 | 491 local community respondents |
| s47 | Key stakeholders | | |
| 9 | <ul style="list-style-type: none"> • Abbots Ripton Parish Council • University of Cambridge • Essex Chambers of Commerce • Gt Paxton Parish Council • Swavesey Bridleways • Stansted Airport Ltd • Great Yarmouth Borough Council • Hilton Parish Council A14 Action Group • Brampton A14 Campaign Group | 15 | <ul style="list-style-type: none"> • Abbots Ripton Parish Council • Babergh District Council • Brampton A14 Campaign Group • Campaign to Protect Rural England (CPRE) • Cyclists' Touring Club • Huntingdon & Godmanchester Civic Society • Ipswich Borough Council • Joint Parishes HCV (villages of Bluntisham, Cottenham, Earith, Haddenham, Hilton, Mepal, Sutton and Wilburton) • Jonathan Djanogly MP • Mid Suffolk District Council and Babergh District Council • New Anglia Local Enterprise Partnership (LEP) • Road Haulage Association • Southoe and Midloe Parish Council • Suffolk Coastal and Waveney District Councils • University of Cambridge |

17.3 Level of agreement with the proposals

17.3.1 Of the 1,152 questionnaires received, 897 questionnaire respondents answered question 5a. *Figure 17.1* demonstrates that of the 897 respondents, 46% agreed with the demolition of the viaduct and related changes to local roads, 34% did not agree and 20% were unsure.

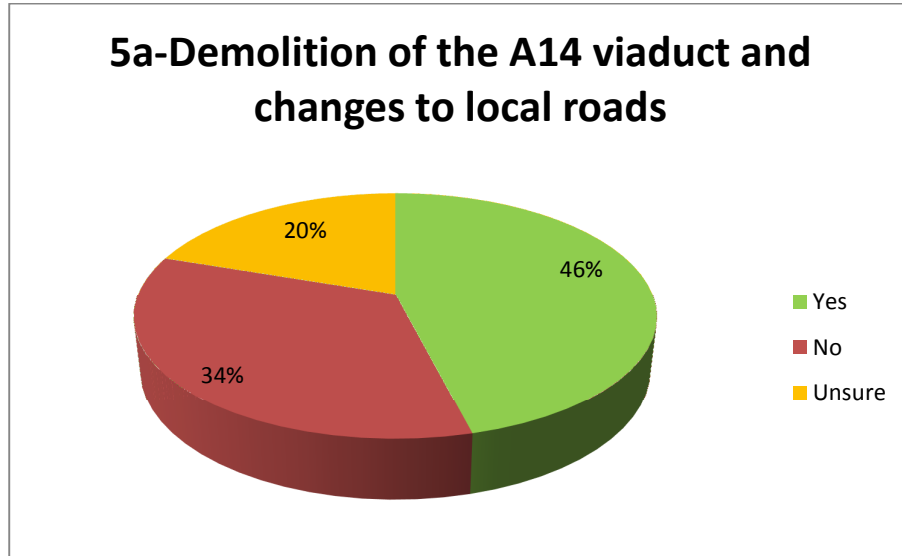


Figure 17.1: Questionnaire responses (891): ‘Q5a Do you agree with the proposals for the demolition of the viaduct and related changes to local roads?’

17.3.2 *Table 17.2* categorises the count of questionnaire responses to question 5a by consultee strand. The majority of local community respondents agreed with the demolition of the viaduct and related changes to local roads. Half of key stakeholders and 43% of those with land interests disagreed with the proposals. Half of the prescribed consultees were unsure about the proposals.

Table 17.2: Consultee strand breakdown to question 5a

| Consultee strand (Count) | No | Unsure | Yes | Total |
|---------------------------------|------------|------------|------------|------------|
| s42(1)(a) Prescribed consultees | 1 | 3 | 1 | 5 |
| s42(1)(b) Local authorities | 0 | 0 | 0 | 0 |
| s42(1)(d) Land interests | 25 | 14 | 15 | 54 |
| s47 Local community | 276 | 160 | 392 | 828 |
| Key stakeholders | 4 | 1 | 5 | 10 |
| Total | 306 | 178 | 413 | 897 |

17.4 Analysis of written responses

17.4.1 *Figure 17.2* illustrates the number of consultees that made comments regarding key topics when responding to question 5b or providing other written correspondence.

17.4.2 The most frequently raised topics among local community respondents were other topics (including the demolition and retention of the Huntingdon viaduct), traffic and the environment. Among the consultees with a land interest (s42(1)(d)), the most frequently raised topics were in regard to the environment, scope of the scheme, general design and traffic.. Local

authorities (s42(1)b)) and prescribed consultees (s42(1)(a)) made comments related to the environment and non-motorised users (NMU).

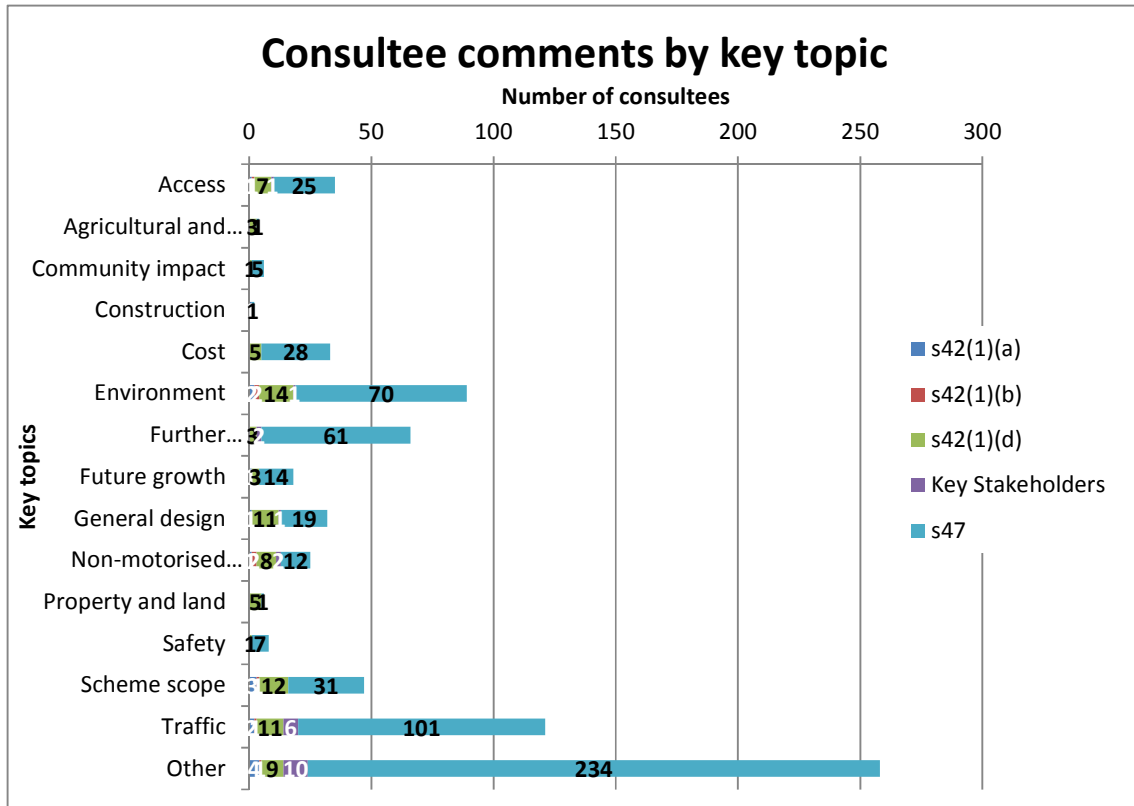


Figure 17.2: Topics raised by consultees¹⁹

17.4.3 Figure 17.3 shows the number of comments received regarding each topic, broken down by those that answered ‘yes’, ‘no’ or ‘unsure’ to question 5a (does the respondent agree with the proposals for the demolition of the viaduct and related changes to local roads). It shows that of those that disagree with this element of the scheme, the most frequently cited reasons relate to the “other” issues, specifically the Huntingdon viaduct, and traffic issues. Whilst, of those that agree with this element of the scheme the most frequently cited reasons also related to “other” issues, specifically the Huntingdon viaduct, and the environment.

¹⁹ The main topic(s) raised under ‘other’ referred to Huntingdon Viaduct.

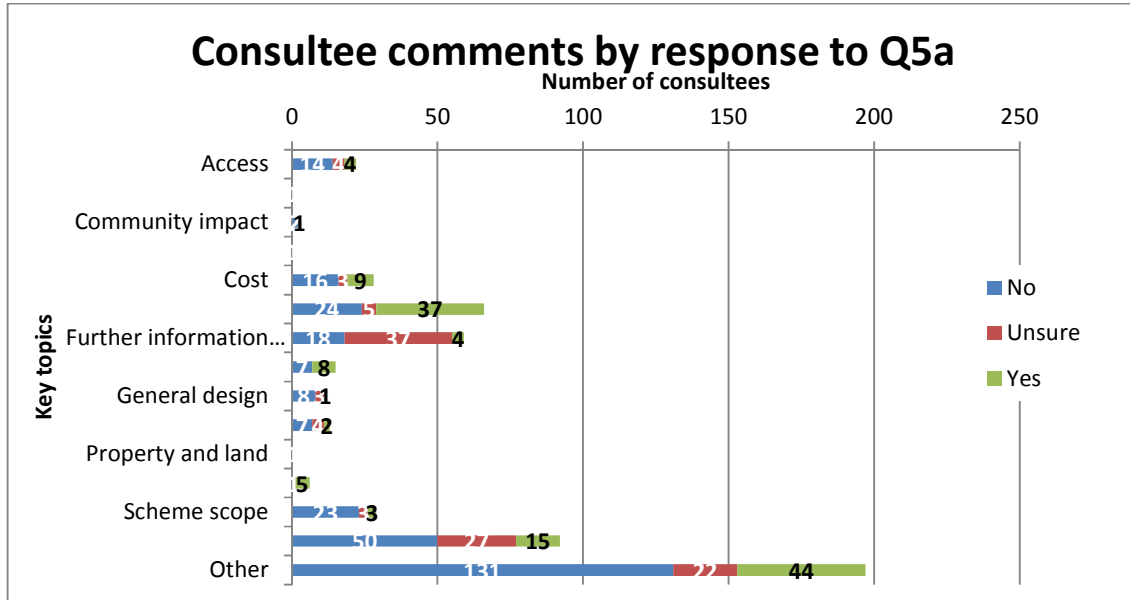


Figure 17.3: Agreement with proposals in relation to topics raised

- 17.4.4 The most frequently raised topics are categorised as Huntingdon viaduct ('other'), the environment and traffic. Comments relating to the Huntingdon viaduct were made by the local community and include an expression of support for its removal from some, and a high number of comments objecting to the proposed removal of the viaduct. In particular, Jonathan Djanogly (MP) and the Brampton A14 Campaign Group queried the reasons for removing the viaduct and argued that it will result in increased congestion in Huntingdon.
- 17.4.5 Comments relating to the environment mostly concern impacts on Mill Common and Views Common, the potential environmental benefits at Huntingdon and the need to avoid impacts on heritage issues. Comments were also made in relation to adverse impacts on traffic on the Huntingdon Ring Road, between Spittals and Godmanchester, within Huntingdon town centre, in Buckden, Brampton, St Neots, Godmanchester, and on the A1/A14 and at Hinchingsbrooke. Issues of access for agricultural vehicles and the continued use of the de-trunked A14 were also raised.
- 17.4.6 *Table 17.3* below provides a summary of the comments raised regarding the demolition of the viaduct and related changes to local roads, and the Highways Agency's response. In doing so, it demonstrates how consultation feedback has been taken into account. A full list of comments raised is provided in *appendix E, Table 17*.

Table 17.3: Summary of feedback regarding the demolition of the viaduct and related changes to local roads

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| Access | Brampton Parish Council, Huntingdonshire District Council (hosting authority – “B”) and the local community raised concerns regarding access to local facilities including Huntingdon train station, Hinchingsbrooke hospital, Hinchingsbrooke school, the police headquarters and the town centre. | ✓ | ✓ | | ✓ | | Road and NMU access to Huntingdon train station, Hinchingsbrooke hospital, Hinchingsbrooke school, the police headquarters and the town centre are provided as part of the scheme, including two accesses to the station and a new road near the hospital, school and police headquarters. The junctions and proposed road layouts are designed to cater for the traffic and NMU flows. |
| | Queries regarding access to properties, including the Station Cottages, Hinchingsbrooke Water Tower and other properties. | | | ✓ | ✓ | | The Huntingdon Southern Bypass would significantly reduce traffic flows on the existing A14 with benefits for the residents of Huntingdon and surrounding towns and villages. The replacement of the viaduct with local road connections would also provide improved access to Huntingdon town centre which would have environmental and regeneration benefits for the town and reduce traffic flows on other key radial routes. The improved access to the old A14 from Huntingdon via the new Views Common Link would improve access towards Peterborough. Specifically Station Cottages will have a new access provided via the new Mill Common link which will provide a more direct and easier access for residents. Hinchingsbrooke Water Tower can still be accessed from Brampton Road, which will have improved accessibility via the new Mill Common link. |
| | Concerns regarding safe access onto the old A14. | ✓ | | | ✓ | | The Huntingdon Southern Bypass would significantly reduce traffic flows on the existing A14. The new links connecting directly to the old A14 and the reduced traffic flows would improve safe accessibility into and out of Huntingdon. |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|-------------------------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | The removal of the viaduct will impact on access to farmland to the east and west of the viaduct. | | | | ✓ | | Access would be maintained or alternative provision included in the scheme. Further detail on specific access provisions is included within appendix E, Table 17. |
| Agricultural/business impact | Potential impacts on animal welfare and farming viability as a result of increased journey times to farmsteads. | | | ✓ | | | A core objective of the scheme is to connect people by placing the right traffic on the right roads, separating strategic through-traffic and long-distance commuters onto the new A14 and keeping local traffic on the existing A14. The aim of this is to reduce the volume of traffic that uses local roads to avoid congestion on the A14. Although the viaduct is being removed there will continue to be a route through Huntingdon for use by agricultural vehicles. Access routes through Huntingdon will use the Views Common and Mill Common links and Brampton Road. Exemptions to the weight restrictions will permit use of these routes. |
| | Concerns regarding loss of farmland as a result of the scheme. | | | | ✓ | | The impact of the scheme on agricultural land and farms has been assessed and is reported in Chapter 16 of the <i>Environmental Statement</i> (doc 6.1). The wider region in the vicinity of the scheme largely comprises agricultural land and therefore the scheme and alternatives considered would inevitably impact on agricultural land. However, the Highways Agency has aimed to minimise scheme impact on agricultural land and farms wherever practicable. |
| Community impact | This will improve the quality of life for residents located under the A14 and in Huntingdon. | | | | ✓ | | Support is noted. |
| Construction | No comments received in relation to construction. | | | | | | |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| Cost | This is a waste of money, including a waste of previous investment on the viaduct. | | | ✓ | ✓ | | <p>The design of all bridges and viaducts have been subject to an optioneering process. Chapter 4, the Main Alternatives chapter of the <i>Environmental Statement (doc 6.1)</i> outlines the main alternative scheme options that have been considered.</p> <p>As part of the optioneering undertaken for the scheme a number of options were considered including both retention and removal of Huntingdon viaduct. Due to the aim of providing a scheme that performs well in economic, environmental and social terms the decision to remove Huntingdon viaduct was taken. The cost benefit analysis undertaken concludes the scheme provides high value for money.</p> <p>Options considering the retention of the viaduct concluded that, due to its age, the viaduct is considered a costly maintenance liability. It is additionally not possible to widen the existing viaduct to provide more capacity. The demolition of the viaduct would reduce the severing effect it has on the local landscape and communities and would open up opportunities for the local townscape. Traffic flows through Huntingdon and on a number of other key radial routes in to the town would be reduced and this in turn would improve air quality in the locality.</p> <p>The removal of the viaduct is fully supported by Huntingdonshire District Council.</p> |
| | Removing the viaduct is more expensive than other solutions, including repair of the viaduct. | | | | ✓ | | |
| | Unclear on the business case for an additional southerly entrance to the train station. | | | ✓ | | | The additional southerly entrance would improve safety by separating traffic using the car park from traffic visiting the station for pick-ups and drop-downs, including buses and taxis. |
| | Removal of the viaduct is an economical solution. Supportive of the removal if repair costs are excessive. | | | | ✓ | | Support is duly noted. The majority of the viaduct structure is almost 40 years old and is considered to be a costly maintenance liability and does not provide sufficient capacity for |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|--------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | the traffic that wishes to use it. |
| Environment | English Heritage, Huntingdonshire District Council (hosting authority – “B”) and other consultees highlighted the need to conserve and enhance heritage assets. This includes, Mill Common, Hinchingsbrooke House, Post Street, the Medieval Tower Bridge and local conservation areas and listed buildings. | ✓ | ✓ | ✓ | ✓ | | An assessment of heritage and archaeological impacts and proposals for mitigation are reported in Chapter 9 of the <i>Environmental Statement</i> (doc 6.1). In summary the assessment concludes that the construction of the scheme would result in a number of both adverse and beneficial effects on known archaeological remains, historic buildings and historic landscape. Preservation by record is proposed for mitigation purposes. |
| | Offord Cluny and Offord D’arcy Parish Council, Cambridgeshire County Council (hosting authority – “C”) and other consultees raised concerns with impacts on Mill Common and Views Common as a result of the scheme and the loss of privately owned green space. | ✓ | ✓ | ✓ | ✓ | ✓ | An assessment of landscape impacts and proposals for mitigation for Mills Common and Views Common are reported within Chapter 10 of the <i>Environmental Statement</i> (doc 6.1). The scheme would have an urbanising effect on Views Common and, in particular, Mills Common where the extent of privately owned green space would be reduced. However an area of existing A14 embankment would be removed near to Views Common as part of the scheme, which would create new green space and reduce severance caused by the existing A14. |
| | Huntingdonshire District Council (hosting authority – “B”) noted that a new offline route is the only way to address environmental issues. | | ✓ | | | | Comment is noted. |
| | Concerns regarding environmental and air pollution impacts at the proposed station access area. | | | ✓ | | | Assessments of air quality and noise impacts and proposals for mitigation, at the proposed station access, are reported within Chapters 8 (Air Quality) and 14 (Sound, noise and vibration) of the <i>Environmental Statement</i> (doc 6.1). In summary the |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | assessments predict that no significant adverse effects occur as a result of the scheme. <i>Chapter 8 of the Environmental Statement (doc 6.1)</i> also explains that Huntingdon town centre will experience a large improvement in air quality concentrations as well as a beneficial effect on a large number of dwellings and non-residential uses along and adjacent to the de-trunked A14. |
| | Concerns regarding size and content of ecological mitigation areas. | | | ✓ | | | An assessment of ecological impacts and proposals for mitigation are reported within Chapter 11 of the <i>Environmental Statement</i> (doc 6.1). The Highways Agency is required to adhere to legislative and policy requirements to protect and enhance ecological resources. Mitigation areas to protect and enhance habitat for European protected species are thereby proposed across the scheme. Following consultation and further technical assessment, all ecology mitigation areas have been reviewed and the size and location of some areas have changed. The mitigation areas are shown in Figure 3.2 of the <i>Environmental Statement</i> (doc 6.1). |
| | Concerns with the proposed balancing pond proposed at Top Farm track and the new proposed road. | | | ✓ | | | A flood risk assessment has been undertaken and is reported in Appendix 17.1 of the <i>Environmental Statement</i> (doc 6.1). The assessment has concluded the need for mitigation measures including balancing ponds and flood compensation areas. The assessment concludes that with these mitigation measures in place the existing flooding conditions would not be adversely affected. |
| | The roundabout at Mill Common would result in light pollution. | | | ✓ | | | Following consultation, the roundabout has been replaced by traffic signals. An assessment of lighting impacts and proposals for mitigation are reported within Chapter 10 of the |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | <i>Environmental Statement</i> (doc 6.1). In summary the assessment concludes that the impact of road lighting would be minimised through careful placement. The use of modern, controllable light sources, coupled with dynamic systems of operation, would reduce the effect of lighting on the surrounding environment. |
| | Concern around noise impacts, including around Mill Common and Station Cottages, the A141 northern bypass and Godmanchester. Consultees recommended additional noise barriers. | | | ✓ | ✓ | | A noise impact assessment has been undertaken and is reported in <i>Chapter 14 of the Environmental Statement</i> (doc 6.1). Noise bunds and barriers are included in the scheme as shown on the <i>General Arrangement Plans</i> (doc 2.2). In summary, the assessment identified several areas where existing road traffic noise levels would be reduced if the scheme is completed. These include the area to the south of Huntingdon; north of Godmanchester, a number of individual properties or small settlements further east, and to the west of Huntingdon at Hinchingbrooke. |
| | The scheme will improve the environment, including in Huntingdon. | | | | ✓ | | Comment is noted. |
| | Consideration should be given to climate change. | | | | ✓ | | Climate change has been taken into account during the planning and design of the scheme. Chapter 3 of the <i>Environmental Statement</i> (doc 6.1) sets out where climate change has been considered as part of the scheme design parameters. An assessment of carbon emissions from the scheme is made in Appendix 13.2 of the <i>Environmental Statement</i> (doc 6.1). |
| | Removal of the viaduct will encourage traffic and slow moving vehicles in Huntingdon, worsening air pollution. | | | | ✓ | | An assessment of air quality impacts and proposals for mitigation are reported in <i>Chapter 8 of the Environmental Statement</i> (doc 6.1). In summary the assessment concludes that |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|-------------------------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | Removal of the viaduct will remove traffic from Huntingdon, improving air quality. | | | | ✓ | | a number of areas are predicted to experience an improvement in air quality, most notably in Huntingdon and along the A14 between Swavesey and Huntingdon. |
| | The viaduct is an eyesore/blight, the removal will improve the landscape. | | | | ✓ | | Comment is noted. |
| Further information required | Object to the way in which consultation was implemented and the consultation material was not user friendly. | | | | ✓ | | A range of consultation material was provided in accordance with the Statement of Community Consultation (included in Appendix A) including at several public exhibitions, drop off points and online. The Highways Agency also publicised the Highways Agency Information Line, a telephone line where queries and further information could be requested. |
| Future growth | Concerns regarding impacts on the developments at Hinchingsbrooke Water Tower and Alconbury Weald. | | | ✓ | | | The scheme requires some land from adjacent to the water tower, and temporary occupation of land under the viaduct to facilitate the demolition of the viaduct. After the demolition and removal the land would be reinstated. There are no predicted impacts on the development at Alconbury Weald. |
| | The proposals will benefit the growth of Huntingdon the implementation of the Huntingdon Local Plan. | | | | ✓ | | Comment noted. |
| | Consideration should be given to the Huntingdon West development, Alconbury Weald, Bearscroft and Wyton developments, and the new road proposed from the Hartford roundabout to Godmanchester. | | | | ✓ | | Local development proposals that are considered to be 'near certain' or 'more than likely' by the local planning authority and local highway authority, have been included in the traffic forecasts for the scheme. This includes Alconbury Weald and Bearscroft Farm. The redevelopment of RAF Wyton airfield to date has not been taken into account due to continued uncertainty. |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|-----------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| General design | Concerns regarding the loss of access and the maintenance of the de-trunked A14. English Heritage noted the need to discourage long distance traffic from using the de-trunked road to as this would negate potential environmental benefits. | ✓ | | ✓ | | | <p>Cambridgeshire County Council (hosting authority – “C”) would be responsible for the maintenance and would determine access provision along the de-trunked A14.</p> <p>An objective of the scheme is to separate strategic through-traffic and long-distance commuters from local traffic, providing appropriate standards of road for each group of travellers. The scheme would achieve this by creating additional capacity on the A14 that would allow traffic that is currently using alternative routes to divert back onto the A14.</p> |
| | Brampton Parish Council and other consultees raised concern with the loss of parking at Huntingdon train station. | ✓ | | | ✓ | | <p>Approximately 132 existing spaces would be lost at the station with the new road. The area off the existing access from Brampton Road could be reconfigured to replace approximately half of these as part of an accommodation package to be agreed with the landowner and occupier as part of detailed design post submission of the Development Consent Order. Additional access is provided which would separate traffic using the car park from traffic visiting the station for pick up and drop down including buses and taxis.</p> |
| | Cambridgeshire County Council (hosting authority – “C”) requested detailed discussions regarding the Hinchingsbrooke Park Road junction. Other consultees raised issues with the design and capacity of other junctions including at Brampton Road, Edison Bell Way and the roundabout at Mill Common. | | | ✓ | ✓ | ✓ | <p>The junctions are designed using current standards to cater for predicted traffic and NMU flows allowing for growth. Following consultation, the roundabout at Mill Common has been replaced by traffic signals. Details on the design and operational capacity of junctions in Huntingdon are contained in the <i>Transport Assessment (doc 7.2)</i>.</p> |
| Non-motorised | Brampton Parish Council raised concern with the safe and convenient cycle | ✓ | | ✓ | ✓ | | <p>Careful consideration has been given to the provision of safe NMU facilities and maintaining existing facilities. Signalised NMU</p> |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|-------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| users (NMU) | access. Other consultees raised issues with NMU access including around Mill Common and the station. | | | | | | crossings would be provided at Huntingdon Ring Road/Princes Street and Brampton Road/Mill Common link junctions, with an additional signalised NMU crossing proposed between Mill Common and Huntingdon railway station. |
| | Cambridgeshire County Council (hosting authority – “C”) noted the request for a separate cycle/footbridge adjacent to the Brampton Road railway bridge. | | ✓ | | | | NMU counts carried out suggest the existing facility on the rail bridge has capacity for existing flows of NMU, particularly when the current narrowing due to the steelwork for the viaduct is removed. The Highways Agency is in continued discussions with Cambridgeshire County Council (hosting authority – “C”) regarding NMU provisions. |
| | Request for NMU provisions along the de-trunked A14, conversion of the viaduct for NMU use, improved crossings and an off-road cycle link to Godmanchester. | | | | ✓ | | Any NMU considerations along the de-trunked A14 would be owned by Cambridgeshire County Council (hosting authority – “C”). |
| Property and land | Queries regarding details of land loss, impact on property values and compensation/mitigation measures, including at the Station Cottages. | | | ✓ | ✓ | | <p>The <i>Land Plans</i> and <i>Works Plans</i> show the land that is required to construct and operate the scheme. The <i>Statement of Reasons</i>, found in Appendix A, provides an explanation of why the Highways Agency may require legal powers to compulsorily purchase land. Land required has been informed by an environmental impact assessment and seeks to avoid sensitive resources and significant effects.</p> <p>Under Part I of the Land Compensation Act 1973 compensation can be claimed by people who own and also occupy property that has been reduced in value by more than £50 by physical factors caused by the use of a new or altered road. Such claims for compensation must be made between one and six years of the scheme opening date.</p> |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| Safety | Concerns regarding safety of children walking or cycling in Huntingdon. | | | ✓ | | | NMU routes are included in the scheme. The full design of crossings would be developed in the detailed design stage, and would be carried out in accordance with Highways Agency and Department for Transport standards. Signalised NMU crossings are proposed at Brampton Road/Mill Common link junction, and between Mill Common and Huntingdon Station entrance. |
| | Safety will be improved. | | | | ✓ | | Comment is noted. |
| | Concerns regarding safety around Huntingdon train station and the Station Cottages. | | | | ✓ | | An alternative access to Huntingdon station car park would be provided south of Station Cottages. The additional access would reduce the flow of traffic near the entrance to Station Cottages by diverting the flow of traffic away from the outside of the cottages to a separate access. This would improve the safety for the residents living in the cottages by removing route taken by traffic. |
| Scheme scope | Brampton Parish Council recommend the road is expanded back to three lanes in the eastbound direction, to relieve traffic on Edison Bell Way. The existing NMU link should be replaced with a footbridge over Edison Bell Way. | ✓ | | | | | The newly constructed Edison Bell Way meets Brampton Road and the proposed Mill Common Link at a busy urban junction with significant pedestrian movements and it is anticipated that the junction will continue to be very busy at peak times. The signal design would optimise the performance of the junction balanced between the need for pedestrian and vehicle movements. With the removal of the viaduct, Brampton Road would be reverted back to its original width. |
| | Huntingdonshire District Council (hosting authority – “B”) request discussions regarding an additional road link from Parkway to the de-trunked A14 across Views Common to minimise traffic impact | | ✓ | | | | The Hinchingsbrooke/Brampton Road junction is forecast to get busier due to the additional traffic travelling via the Views Common Link. As a result the scheme includes a significant remodelled junction to accommodate the higher forecast traffic flows. Any additional links or connections onto the de-trunked |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|----------------|---|------------------|-----------|-----------|-----|--------|--|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | at the Hinchingsbrooke Park Road junction. | | | | | | A14 would be for local authority consideration, but de-trunking the existing A14 does not preclude such a link in the future. |
| | Recommendations for additional improvements including, removal of all of the elevated section between Godmanchester and Huntingdon, upgrading/widening the A14, upgrading the A428, closing the underpass by Hinchingsbrooke School, a bypass to avoid Huntingdon, and re-routing the A141. | | | ✓ | ✓ | | These recommendations are not included within the scheme. The Highways Agency has developed the scheme over many years as a result of consideration and consultation on many options. The Highways Agency continues to review the operation of the trunk road network through its Route Based Strategy studies and will target future improvements where need is greatest. The recent announcement in the Autumn Statement on 3 December 2014 confirmed a Government intention to improve the A428 between Black Cat and Caxton Gibbett. |
| | Recommendation that the de-trunked A14 is reduced to local road status and reduced to single carriageway. | | | | ✓ | | De-trunking is the process of returning a Highways Agency road to the local highway authority control; in this case the local highway authority is Cambridgeshire County Council (hosting authority – “C”). As part of the scheme approximately 21 km (13 miles) of the existing A14 would be de-trunked between Ellington and Swavesey and between Alconbury and Spittals interchange. Responsibility for this de-trunked section of the A14 would be handed over to Cambridgeshire County Council (hosting authority – “C”). Part of the de-trunked A14 as it enters Huntingdon will become a single carriageway road. |
| Traffic | Brampton Parish Council raised issues with the validity of estimated traffic volumes. | ✓ | | | | | The Highways Agency’s traffic model has been built using new data collected in 2014 and following Department for Transport procedures. The forecasts take account of development proposals and changes in the highway network. |
| | Brampton Parish Council noted congestion issues at Edison Bell Way | ✓ | | | | | The junction design has been changed since the formal consultation. To access Views Common Link from Brampton |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | that will delay traffic exiting from Hinchingsbrooke Park Estate. | | | | | | Road traffic would use the existing underpass to access the new signalised Hinchingsbrooke/Views Common Link signalised junction. The <i>Transport Assessment (doc 7.2)</i> indicates that this junction is forecast to operate within capacity in 2035. |
| | Abbots Ripton Parish Council noted that the proposals will result in increased traffic through Abbots Ripton. Other consultees raised concerns with 'rat running' as a result of the proposals. | ✓ | | ✓ | ✓ | | The proposed A14 Huntingdon Southern Bypass would provide a high quality route that avoids Huntingdon, while the provision of an additional lane in each direction on the A14 between Swavesey and Girton and between Histon and Milton combined with the creation of a new local access road between Huntingdon and Cambridge will provide significantly higher capacity at the eastern end of this section of the A14. It is expected that the amount of 'rat running' traffic would therefore be reduced. There is no expectation of rat running through Abbots Ripton. |
| | The proposals will increase traffic, including at the Huntingdon ring road, between Spittals and Godmanchester, Huntingdon town centre, Buckden, Brampton, St Neots, Godmanchester, on the A1/A14 and around Hinchingsbrooke. | | | ✓ | ✓ | ✓ | There is expected to be a reduction in traffic on the Huntingdon Ring Road and the Old Town Bridge as a result of the scheme. There is expected to be a reduction in traffic on the de-trunked A14 between Spittals and Godmanchester. The scheme is expected to result in a reduction of traffic flow and congestion in Brampton and Godmanchester. Little change is expected through Buckden and St Neots. The new roads around Hinchingsbrooke and the A1/A14 have been designed to accommodate the forecast traffic. |
| | The proposed routes should be suitable for large agricultural vehicles and machinery. | | | ✓ | | | The proposed junctions have been checked to be suitable for larger agricultural vehicles to negotiate. |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|-----------------------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | S42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | Traffic would go through Huntingdon in the event of an accident on the new A14. | | | | ✓ | | The standard of the new A14 would reduce the frequency of accidents and the additional capacity would reduce the likelihood of full closure. In the unlikely event of a closure, a suitable diversionary route would be agreed. |
| | Requests for weight limits and restrictions on local roads and support for essential traffic under 7.5 tonnes to be able to travel through Huntingdon. | | | ✓ | ✓ | ✓ | The existing 7.5 tonnes weight limit will be retained and extended to cover the new link roads in Huntingdon town centre. Any further requests are for the local highway authority, Cambridge County Council (hosting authority – “C”). |
| | Concern over increased journey times and circuitous routes for local traffic. | | | | ✓ | ✓ | Journey times for many local trips would be reduced as a result of the scheme by improving local access routes and reducing congestion on the existing A14 as a result of a large majority of traffic being diverted onto the new A14. The <i>Transport Assessment (doc 7.2)</i> contains an assessment of the impact on journey times. |
| Other (Huntingdon viaduct) | Offord Cluny and Offord D’arcy Parish Council, Abbots Ripton Parish Council, Buckden Parish Council, Jonathan Djanogly (MP) and other consultees noted objection to the removal of the viaduct and recommendation that it is retained/repared. | ✓ | | ✓ | ✓ | ✓ | The majority of the viaduct structure is almost 40 years old and is considered to be a costly maintenance liability. It is not possible to widen the existing viaduct to provide more capacity. The demolition of the viaduct would reduce the severing effect it has on the local landscape and communities and would open up opportunities for the local townscape. Strategic traffic would transfer on to the proposed Huntingdon Southern Bypass. Traffic flows through Huntingdon and on a number of other key radial routes in to the town would be reduced. |
| | Support the removal of the viaduct. | | | ✓ | ✓ | ✓ | Reduced traffic volumes in the town centre due to vehicles being relocated to the new bypass would be expected to improve air quality in the locality. |
| | Unclear on the reasons for removal of the viaduct. | | | | ✓ | | |
| | Brampton A14 Campaign Group expressed that there is no reason for | | | | | ✓ | |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | removing the viaduct and reducing A14 capacity when increased capacity is being sought. | | | | | | |
| | The current viaduct is unsafe. | | | | ✓ | | |
| | The removal of the viaduct will result in the loss of an alternative route for local traffic. | | | | ✓ | | For traffic with an origin or destination in Huntingdon the scheme proposals allow for local routes within the area by utilising the existing A14. The removal of the viaduct will only remove an alternative route for strategic traffic which is expected to transfer to the new Huntingdon Southern Bypass. The existing A14 will be downgraded for local traffic use. |
| | The viaduct should be retained with a weight limit. | | | | ✓ | | <p>The retention of the viaduct once the A14 through Huntingdon is de-trunked is not supported by the local highway authority, who would have to take over responsibility for its on-going maintenance and upkeep. The majority of the viaduct structure is almost 40 years old and is considered to be a costly maintenance liability. The demolition of the viaduct and removal of the embankments would reduce the severing effect it has on the local landscape and communities.</p> <p>The viaduct would be removed and replaced with new local road connections that would provide improved access into Huntingdon. A new link road would be constructed to improve accessibility into Huntingdon from the south and east by connecting the de-trunked A14 directly with the Huntingdon ring road near the bus station, with Brampton Road adjacent to the railway station and from the north and west by constructing a new link road from Brampton Road to connect with the de-trunked A14 to the west. The East Coast Mainline railway would</p> |

| Summary topic | What you said | Consultee strand | | | | | Highway Agency response |
|---------------|---------------|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | S42(1)(b) | S42(1)(d) | S47 | S47 KS | |
| | | | | | | | <p>be crossed using the existing Brampton Road bridge.</p> <p>The <i>Transport Assessment (doc 7.2)</i> concludes that as a result of these improved connections and the re-routeing of strategic traffic movements via the A14 Huntingdon Southern Bypass, traffic levels on a number of other key radial routes, including Brampton Road and The Avenue, would be reduced, creating capacity for potential future development. Reduced traffic volumes in the town centre due to vehicles being relocated to the new bypass would be expected to improve air quality in the locality.</p> |

17.5 Summary of changes made to the proposals

17.5.1 *Table 17.4* below provides a summary of the key design changes made to this element of the scheme in response to consultation feedback. *Appendix E, Table 17*, summarised all comments received and confirms where these relate to a design change in every case.

Table 17.4: Proposed changes following consultation

| Consultation feedback | Change to the proposal since the formal consultation | Location of design change ²⁰ |
|--|---|---|
| Concerns regarding access to and junction capacity at the hospital, Brampton Road and Hinchingsbrooke School | Modifications have been made to the proposed layout of the junction at Brampton Road/Hinchingsbrooke Park Road connecting with the new link road to the de-trunked A14 to the west, making better use of the existing underpass loop, and better provision for NMU, particularly children accessing the school. | Sheet HT 01 |
| Provision of a new access road into Huntingdon could impact considerably on Mill Common | The proposed access road across Mill Common from the de-trunked A14 to Huntingdon ring road has been re-designed with a signalised junction instead of a roundabout, resulting in a more compact footprint, and less land take from Mill Common. | Sheet HT 02 |
| Concerns regarding “potential replacement special category land” | This area has now been deleted from the scheme as the land required for the scheme does not qualify as special category land needing to be replaced. | Sheet HT 02 |
| Concerns regarding safety for pedestrians and cyclists at road crossings (Station entrance, Hinchingsbrooke School area and Edison Bell Way junction) | NMU routes have been revised and road crossings improved since consultation. In particular, single stage crossings at the junctions with optimisation to minimise NMU waiting times would be favoured. | Sheets HT 01 and HT 02 |
| Concern regarding permissive footpath between Mill Common and the station | The proposed station access alignment has been adjusted in this area. The permissive footpath from Mill Common to the station would not be stopped up as a result of the scheme. | Sheet HT 02 |
| The proposed zig-zag path to the station is unsuitable for pedestrians | The proposed design has been modified to remove the zig-zag ramp. | Sheet HT 02 |

²⁰ These locations can be identified on the sheets referenced and provided in the *General Arrangement Plans (document reference 2.2)*, within *Volume 2 Plans/Drawings/Sections* of the DCO application.

18 Other comments

18.1 Overview

- 18.1.1 This chapter summarises comments received regarding any other aspect of the scheme not covered in questions one to ten of the questionnaire.
- 18.1.2 This chapter relates to question 11a and 11b of the questionnaire (a copy of the questionnaire is provided in Appendix B), as quoted below:

11 Please use this space to provide any further comments, either positive or negative, regarding any particular aspects of the proposed scheme not covered in the previous questions.

11a Area/Subject Description

11b Comment

- 18.1.3 This chapter also includes comments received that relate to the topics of borrow pits and the overall consultation process, regardless of the question these comments were provided against.
- 18.1.4 The chapter provides an overview of the questionnaire comments received. It also includes comments received by letter and email (non-questionnaire responses), which refer to other comments not capable of allocation to topics within the questionnaire. It relates only to the consultation feedback received in response to the statutory consultation processes from 7 April to 15 June 2014.

Consultation responses received

- 18.1.5 Of the total of 1,152 questionnaires received, 498 consultees responded to question 11a and 11b of the questionnaire, expressing other comments. A total of 138 consultees provided written responses (emails and letters) that relate to 'other' issues regarding the scheme. Together, the 635 consultees made a total of 1,072 comments. Written responses were provided as follows:
- 93 letters that include comments that relate to 'other'; and
 - 44 emails that include comments that relate to 'other'.
- 18.1.6 *Table 18.1* provides a breakdown of the consultees that responded with other comments. This includes consultees that responded to the section 48 publication as they were undertaken within the same time period (7 April to 15 June 2014).

Table 18.1: Breakdown of respondents to ‘other’ elements²¹ of the scheme by consultee strand (question 11a, question 11b and correspondence)

| Responses to question 11a and 11b | |
|-----------------------------------|--|
| Total number of respondents | Consultee |
| Consultee strand | |
| s42(1)(a) | Prescribed consultee |
| 23 | <ul style="list-style-type: none"> • Alconbury and Ellington Internal Drainage Board • Anglian Water • Associated British Ports • Bedford Group of Drainage Boards • Boxworth Parish Meeting • Brampton Parish Council • Broads Authority • Buckden Parish Council • Conington Village Meeting • Ellington Parish Council • Fenstanton Parish Council • Health and Safety Executive (HSE) • Hemmingford Grey Parish Council • Hilton Parish Council • Lolworth Parish Meeting • Madingley Parish Council • National Grid (National Grid Electricity Transmission Plc (NGET) and National Grid Gas plc (NGG)) • Natural England • Network Rail Infrastructure Limited • Oakington and Westwick Parish Council • Offord Cluny & Offord D’arcy Parish Council • Old West IDB • Southoe and Midloe Parish Council |
| s42(1)(b) | Local authority |
| 7 | <ul style="list-style-type: none"> • Bedford Borough Council (Neighbouring authority – “D”) • Cambridge City Council (neighbouring authority – “A”) • Cambridgeshire County Council (hosting authority – “C”) • Essex County Council (neighbouring authority – “D”) • Huntingdonshire District Council (hosting authority – “B”) • South Cambridgeshire District Council (hosting authority – “B”) • Suffolk County Council (neighbouring authority – “D”) |
| s42(1)(d) | Land interest |
| 60 | 20 interest organisations: <ul style="list-style-type: none"> • Alexanders • AXA REIM (Northstowe) • Bletsoes • C Cooper and Sons • Cheffins • Chivers Farm Limited |

²¹ Including comments about borrow pits and the consultation process in response to other questions

| Responses to question 11a and 11b | |
|-----------------------------------|--|
| Total number of respondents | Consultee |
| | <ul style="list-style-type: none"> • Church Commissioners for England • Domino UK Ltd • Ebeni Ltd • Gallagher Estates • High Harthay Farm • Huntingdon Freeman's Trust • IAC Wright • Landro & Hinchingsbrooke Water Tower Limited • Lenton Bros Ltd • Menzies Hotel (Shaun Van Looy) • MRH (GB) Limited • On behalf of the George Lenton Trust • The Ramblers Association, Cambridge Group • St John's College (Cambridge) <p>40 individual land interest consultees</p> |
| s47 | Local community |
| 517 | 517 local community respondents |
| s47 | Key stakeholders |
| 28 | <ul style="list-style-type: none"> • Abbots Ripton Parish Council • Anglian Water • Babergh District Council • Cambridge Cycling Campaign • Campaign for Better Transport (CfBT) • Chelmsford City Council • Campaign to Protect the Rural Environment (CPRE), Cambridgeshire • Cyclists' Touring Club (CTC) • Essex County Fire and Rescue Service • Extra MSA Cambridge Ltd • Hilton Action on Traffic (HAT) Group • Hilton Parish Council A14 Action Group • Hutchison Ports (UK) Ltd • Ipswich Borough Council • Joint Parishes HCV (villages of Bluntisham, Cottenham, Earith, Haddenham, Hilton, Mepal, Sutton and Wilburton) • Jonathan Djanogly MP • Matthew Hancock MP • Mid Suffolk District Council and Babergh District Council • National Farmers Union (NFU) • New Anglia LEP • Northstowe Joint Development Control Committee • Over Parish Council • Papworth Everard Parish Council • Road Haulage Association • Sport England • Suffolk Chamber of Commerce • Sustrans • University of Cambridge |

Analysis of written responses

- 18.1.7 This chapter looks at comments made in responding to question 11a and 11b or from letters and emails. The chapter also includes comments made specifically about the consultation process and borrow pits in responses to other questions. In total, 208 consultees commented on the consultation process and 58 consultees commented on borrow pits.
- 18.1.8 Local authorities (s42(1)(a)) were more likely than other consultee strands to mention issues related to the consultation process, while consultees with an interest in the land (s42(1)(d)) were more likely to mention borrow pits.
- 18.1.9 The 208 consultees who commented about the consultation process made 403 comments, most comments related to the need for further information and specifically about information on environmental impacts. *Figure 18.1* illustrates the number of consultees that commented about the consultation process by key topic.

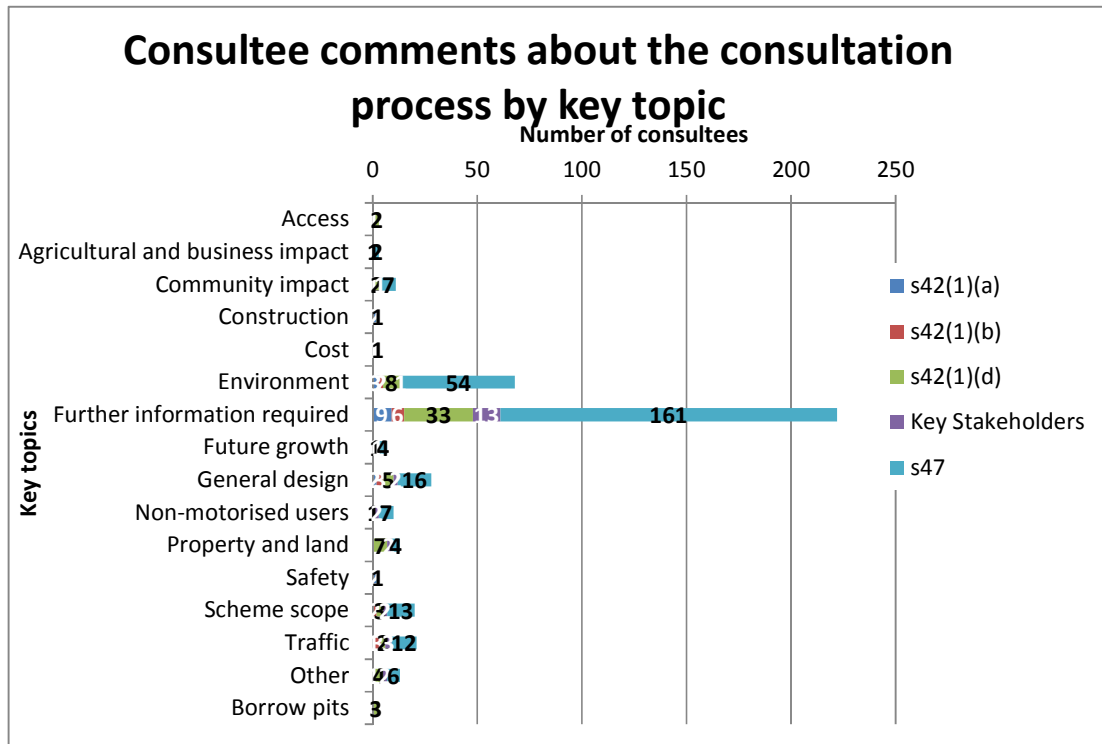


Figure 18.1: Topics raised by consultees²²

- 18.1.10 The 58 consultees who commented about borrow pits made 108 comments. Most comments related to the impact of the proposed borrow pits on the environment (in terms of noise and dust) and the local communities, specifically during the construction phase. Figure 18.2 illustrates the number of consultees that commented about borrow pits by key topic.

²² The main topic(s) raised under 'other' referred to Cambridge Services.

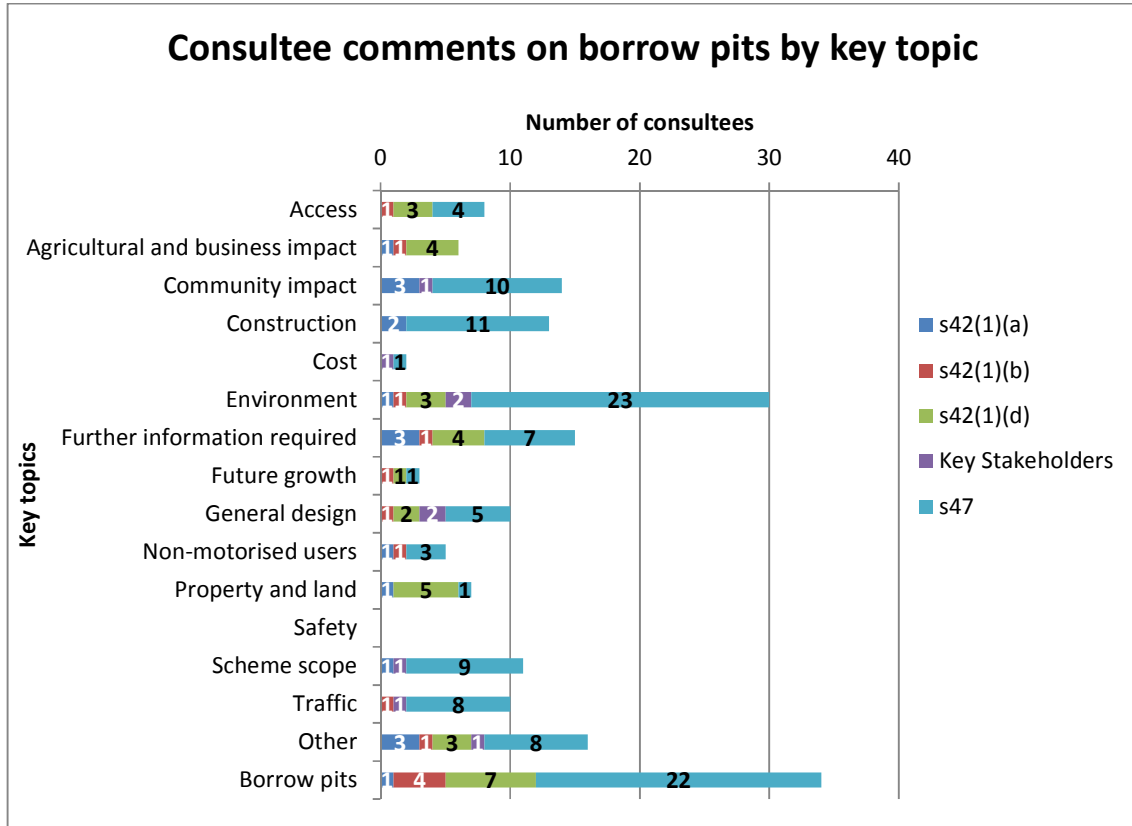


Figure 18.2: Topics raised by consultees

18.1.11 In addition to these comments about the consultation process and borrow pits, 508 comments were made about other issues. The most mentioned topics related to traffic, the scheme scope, general design and non-motorised users. *Figure 18.3* illustrates the number of consultees that commented about other topics when responding to the questions 11a and 11b or from letters and emails.

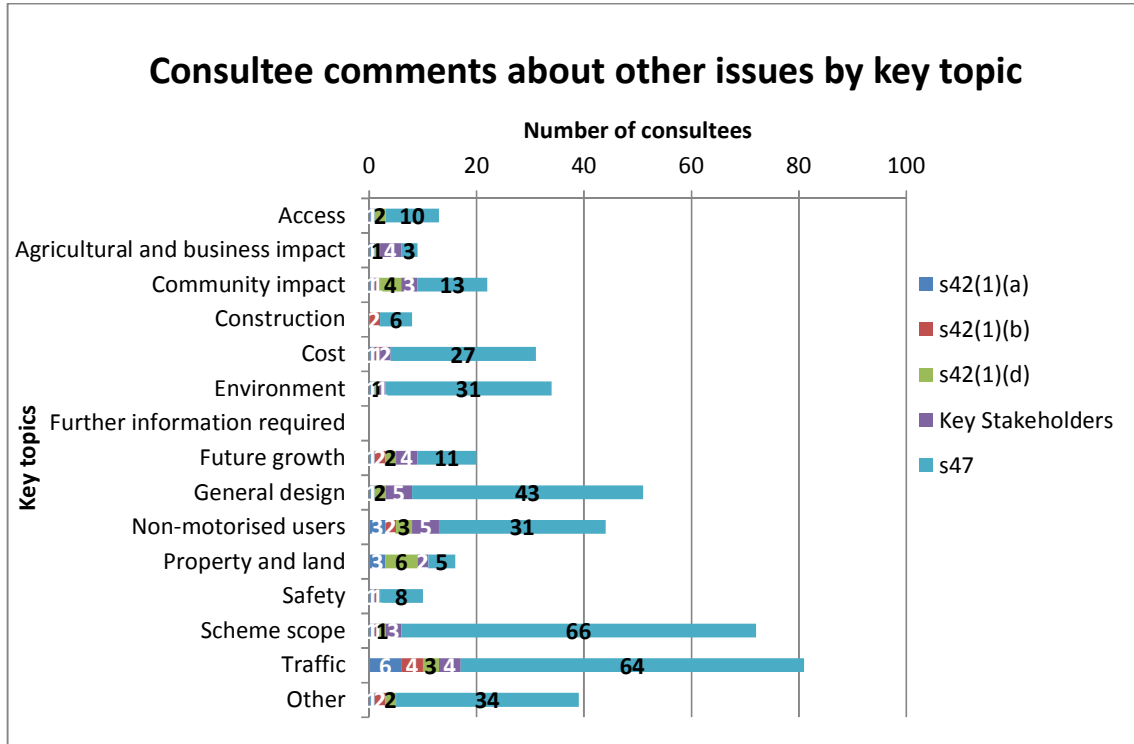


Figure 18.3: Topics raised by consultees

18.1.12 *Table 18.2* below provides a summary of the comments raised regarding other comments, and the Highways Agency’s response. In doing so, it demonstrates how consultation feedback has been taken into account. A full list of comments raised is provided in *appendix E, Table 18*.

Table 18.2: Summary of feedback regarding any particular aspects of the scheme not covered in previous questions

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-------------------------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Access | Access for and connections to bypassed towns and villages, Cambridge, St Ives, Buckden, Bar Hill and the Offords needs to be considered further. | | | | ✓ | | The scheme will provide sufficient access road to and from surrounding villages. One of the scheme objectives is to connect people by placing the right traffic on the right roads and freeing up local capacity. |
| | Concerns regarding impact of the scheme on access requirements for nearby land uses such as Huntingdon Railway Station and Crouchfield Villa, as well as public access points. | | | ✓ | | | Two new direct vehicle accesses to Huntingdon Railway Station would be provided, as well as safe pedestrian accesses. A new access to Crouchfield Villa off the local access road will be provided to replace the existing direct access off the A14, which will be closed to improve safety. |
| Agricultural/business impact | The scheme will improve connections to Stansted Airport and professional services in Cambridge. | | | | ✓ | | Comment duly noted. |
| | Concerns regarding the impact on farm businesses and agricultural land. | | | | ✓ | | An environmental impact assessment (EIA) has been undertaken that includes an assessment of impacts on community and private assets including agricultural land. The findings of this assessment, and any mitigation measures proposed are reported in <i>chapter 16 of the Environmental Statement (doc 6.1)</i> . The Highways Agency is working with local agricultural users and the National Farmers Union to minimise agricultural loss, and will continue through detailed design (within the constraints of the DCO) and construction to accommodate access requirements where possible and maximise the suitability of residual land parcels for agriculture. |
| Borrow pits | Boxworth Parish Council and community consultees raised concerns that old borrow pits will be used for landfill. | ✓ | | | ✓ | | Detail on the proposed borrow pits is reported within <i>Appendix 3.3 of the Environmental Statement (doc 6.1)</i> , which provides background to the restoration design of the borrow pits. The restoration of the borrow pits |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Borrow pits should be used for something productive. | | | | ✓ | | follows two main objectives: restoration to agriculture where possible; or the provision of quiet informal recreation such as walking and fishing and also for biodiversity with the balance determined by local factors. |
| | Borrow pits should be used for construction only and restored after. | | | | ✓ | | |
| | Concerns regarding the impacts of borrow pits on the environment, the countryside and the local community. | | | | ✓ | | The impacts of the proposed borrow pits have been assessed as part of the environmental impact assessment for the scheme. Details, including proposals for mitigation, are reported within Appendix 3.3 of the <i>Environmental Statement (doc 6.1)</i> . |
| | Query who will manage the borrow pits after construction. | | | | ✓ | | Highways Agency would seek to return the land to the original owners where possible, by agreement. Where that proves not to be possible, Highways Agency will negotiate with other parties who may be interested in managing the sites. This may include local authorities, wildlife trusts, or other suitable organisations. In the absence of an agreement, Highways Agency would maintain the sites. |
| | Concerns regarding transport and access issues associated with the lorry movements taking soil to and from borrow pits. | | | | ✓ | | Chapter 15 of the <i>Code of Construction Practice (CoCP)</i> sets out the general provisions for traffic, transport and all travellers during construction. Where appropriate, the construction team would provide haul routes through the works for use by construction vehicles to reduce the need to use public roads. The construction team would consult with the local authorities regarding access routes that may be used to access the construction sites. |
| | Compensation should be paid to those whose land is being taken by the borrow pits. | | | | ✓ | | The <i>Compulsory purchase and compensation booklet 3: compensation to agricultural owners and occupiers</i> (2010) provides guidance on making a claim and the rights for compensation. Compensation would be provided in accordance with the standard legal procedures. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-------------------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Community impact | Consideration should be given to impact on local communities and villages as well as mitigation, such as on the Offords, Brampton Village, Hilton, Buckden. There are feelings that the impacts could be detrimental and blight local neighbourhoods. | | | | ✓ | | The impacts on communities and villages which would arise from the scheme are assessed as part of the environmental impact assessment (EIA). This is reported, along with proposals for mitigation, in the <i>Environmental Statement (doc 6.1)</i> . |
| | Cambridge City Council (neighbouring – “A”) and community consultees commented on the likely beneficial impacts on poverty in the area. | | ✓ | | ✓ | | Comments duly noted. |
| | Concern raised in relation to the proximity of the scheme to properties, the crematorium and remembrance woodland. | | | ✓ | | | Land required for the scheme has been informed by an environmental impact assessment and seeks to avoid sensitive resources and significant effects. The <i>Land Plans (doc 2.3)</i> and <i>Works Plans (doc 2.4)</i> show the land that is required to construct and operate the scheme. The <i>Statement of Reasons (doc 4.1)</i> provides an explanation of why the Highways Agency requires each plot of land. The impacts which would arise from the scheme are assessed as part of the Environmental Impact Assessment. This is reported, along with proposals for mitigation, in the <i>Environmental Statement (doc 6.1)</i> . |
| Construction | Comments were raised relating to the programme and phasing of construction. | | | | ✓ | | It is anticipated that the statutory DCO process will be complete mid-2016, allowing construction to start on site in late 2016 and the road open to traffic by 2020. Once a contractor is appointed detailed phasing and traffic management plans would be prepared. Optimal phasing for construction will be developed taking into account local factors to minimise disruption to road users and the local community. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Concern raised regarding impacts of construction on access to Addenbrookes Hospital and Stansted Airport. | | | | ✓ | | Before the commencement of work, plans for traffic management and the routing of construction vehicles would be produced in accordance with the <i>Code of Construction Practice</i> and would be reviewed and approved by the Highways Agency. The Agency will ensure that these plans are in line with industry best practice and take account of feedback from this consultation process including taking into account impacts on access to services. |
| | Brampton Parish Council, Hilton Parish Council, Cambridgeshire County Council (hosting authority – “C”), Menzies Hotel, MRH (GB) Limited, Lenton Bros Ltd and individual land interests requested the opportunity to have discussions with the Highways Agency. | ✓ | ✓ | ✓ | | | The Highways Agency continues to engage with statutory consultees including land interests. |
| | Lolworth Parish Council, Brampton Parish Council, Alconbury and Ellington Internal Drainage Board, Hilton Parish Council, Cambridge City Council (neighbouring – “A”), South Cambridgeshire District Council (hosting – “B”), land interests and community consultees stated that the information provided was inadequate and that more information was required. | ✓ | ✓ | ✓ | ✓ | | At the commencement of the formal consultation period (April 2014) preliminary environmental and traffic information documents were published and made available on line and at a range of consultation venues. These provided an initial statement of the main environmental and traffic information available for the scheme area. Ongoing informal engagement has taken place with local authorities and other stakeholders since the formal consultation. This has included the sharing of updated traffic and environmental information, including in October 2014 drafts of the <i>Environmental Statement (doc 6.1)</i> , prior to the submission of the DCO application. |
| | Madingley Parish Council, Conington Village Meeting, Cambridge City Council (neighbouring – “A”), land interests and community consultees stated that | ✓ | ✓ | ✓ | ✓ | | The consultation included 22 exhibitions at individual locations, a full set of consultation documents available on the Highways Agency website, information points as widely available as possible and web-chats hosted |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|--------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | consultation was inadequate, there are issues that have not been addressed as part of the process and/ or there was not enough opportunity to affect the proposals. | | | | | | by the various scheme experts. The DCO submission provides a full account of how the Highways Agency has arrived at our final proposals including where we have accommodated suggested changes as part of this consultation. |
| | Staff at the consultation did not have enough knowledge of the scheme. | | | ✓ | | | A range of Highway Agency representatives were available at consultation locations. Further information was also available on the Highways Agency website. |
| | The consultation information was superb. | | | ✓ | | | Comment duly noted. |
| Cost | Concern that the scheme is too expensive/ a waste of money/ has not been published. | | | | ✓ | | The capital cost of the scheme is approximately £1.5 billion. The cost of the scheme is proportionate to the size of the scheme as in line with industry standards. A cost benefit analysis has been undertaken which concludes high value for money, as set out in the <i>Case for the Scheme (doc. 7.1)</i> . |
| Environment | The scheme should better consider the environment. Lolworth Parish Council and community consultees specifically raised concerns over the general impact that the road will have on the local environment. | ✓ | | | ✓ | | Impacts on the environment as a result of the construction and operation of the scheme have been assessed as part of an environmental impact assessment (EIA). The EIA has been undertaken in accordance with relevant legislation and best practice guidance and the findings are reported in the <i>Environmental Statement (doc 6.1)</i> . |
| | Queries in relation to the scheme as an appropriate solution for environmental issues. | | | | ✓ | | |
| | Comments were raised relating to the impact of the scheme on air quality, heritage, ecology, flooding, landscape, light pollution, noise, climate change, and | | | | ✓ | | |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | visual effects, as well as the effectiveness of environmental mitigation such as for noise. English Heritage specifically commented that the impact of the scheme on heritage assets should be considered. | | | | | | 6.1). A summary is included in Chapter 19. A range of mitigation measures has been built into the scheme design. Additional mitigation measures have been added to the scheme design since the consultation period, in response to consultation feedback and the technical assessment work. |
| | Milton Parish Council and community consultees call for effective measures to reduce noise pollution in residential areas. | ✓ | | | ✓ | | A noise impact assessment has been undertaken and is reported in chapter 14 of the <i>Environmental Statement (doc 6.1)</i> . Extensive mitigation measures have been designed into the scheme to reduce noise impacts during operation, such as the alignment of the road, cuttings, and low-noise road surfacing, noise barriers and landscaped earthworks. |
| | Comments were raised relating to the impacts of the scheme on light, air and noise pollution including in relation to the flyover. | | | ✓ | | | The landscape and visual impact assessment is reported in chapter 10 of the <i>Environmental Statement</i> and includes assessment of lighting. Likely significant effects from lighting would be reduced as far as practicable. The most adverse impacts would be caused during construction of the scheme. The <i>Code of Construction Practice (CoCP)</i> , appended to the <i>Environmental Statement (Appendix 20.2)</i> , identifies appropriate precautions to prevent unnecessary disturbance from lighting. At construction sites where potentially significant light impacts are identified, the main contractors would develop and implement lighting controls as part of their Environmental Management System. Impacts on air quality are assessed within chapter 8 of the <i>Environmental Statement (doc 6.1)</i> . The assessment in summary concludes no significant effects occur as a result of the scheme. The noise assessment is reported within chapter 14 of the <i>Environmental Statement (doc 6.1)</i> . A range of mitigation measures have been built into the scheme design including low-noise road surfacing, noise bunds and barriers to mitigate against any likely |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | significant adverse effects. |
| | There is not enough being done to mitigate the environmental impacts of the new road nor adequate plans in place to manage these impacts. | | | | ✓ | | The environmental impacts which would arise from the proposed scheme, are assessed as part of the environmental impact assessment and reported, along with proposals for mitigation, in the <i>Environmental Statement (doc 6.1)</i> . A range of mitigation measures have been built into the scheme design. Additional mitigation measures have been added to the scheme design since the formal consultation period, in response to consultation feedback and the technical assessment work. |
| | South Cambridgeshire District Council (hosting – “B”), Lolworth Parish Council, Boxworth Parish Council and community consultees raised concerns relating to the impact of planned developments including those within Suffolk and Northstowe. | ✓ | ✓ | | ✓ | | The road traffic model used to inform the design of the scheme includes all development that is considered to be 'near certain' or 'more than likely'. Details of these developments have been provided by the local planning authorities in the period up to 2035. Growth outside the study area has been considered by use of the Cambridge Sub-Regional Model (CSRM). It includes population, housing and employment growth forecasts. Consequently, development growth in Suffolk (and elsewhere along the A14 corridor) and the Northstowe development is allowed for in the Agency's traffic forecasts, (although individual developments have not been specifically considered outside of Cambridgeshire). |
| | Concerns regarding the ability of the scheme to cope with future needs from planned developments including Waterbeach, Brookgate and Alconbury. | | | | ✓ | | Further consultation has taken place with the local planning authorities in Cambridgeshire regarding future development assumptions. The developments at Waterbeach, Brookgate and Alconbury have therefore been included within the latest traffic modelling and several amendments have been made to the design to ensure that the scheme would accommodate these developments. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|-----------------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| Future Growth | Essex County Council, Suffolk County Council and community consultees raised concerns regarding the durability and resilience of the improvements in the future. | | ✓ | | ✓ | | The <i>Transport Assessment (doc 7.2)</i> demonstrates that most sections of the scheme have adequate capacity to accommodate predicted traffic levels, including weaving at junctions up until the year 2035. |
| | Abbotsley Parish Council and community consultees raised concern that traffic projections do not account for planned development such as at Loves Farm and Wintringham. | | | | ✓ | ✓ | The St Neots Eastern Expansion area incorporating Loves Farm and Wintringham Farm developments are now considered 'more than likely' to go ahead. These developments have therefore been included within the latest traffic modelling and several amendments have been made to the design to ensure that the scheme would accommodate these developments. |
| | Gallagher Estates and community consultees noted that the proposed scheme will support the delivery of Northstowe and other major developments. | | | ✓ | ✓ | | Support is duly noted. |
| General design | Milton Parish Council and community consultees suggested the road [east of the Milton area] is widened. | ✓ | | | ✓ | | The scheme includes widening of a 2.4 km (1.5 mile) section of the Cambridge Northern Bypass between Histon and Milton. |
| | Old West IDB and community consultees raised concerns regarding drainage design. | ✓ | | | ✓ | | The highway drainage has been designed to include for attenuation of the additional runoff that would result from the scheme. Maintenance strategies would be developed and implemented in consultation with the Internal Drainage Boards. |
| | Conington Village Meeting and community consultees suggested that the road should be a motorway. | ✓ | | | ✓ | | Changing the status of the proposed road to a motorway would add significantly to scheme cost and is not considered necessary to meet the scheme objectives. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|---|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Offord Cluny and Offord D'arcy Parish Council and community consultees requested sufficient provision of truck stops. | ✓ | | | ✓ | | Truck stops would not be provided as part of the scheme; however there are currently three privately operated truck stop service areas (Brampton Hut, Alconbury and Cambridge Services) within the boundary of the scheme. Any further truck stops would be a matter for private development subject to planning permission from the local planning authority. |
| | Comments were raised regarding alignment, including proximity of the route to Hilton and Brampton. | | | | ✓ | | Six alternative options for the scheme emerged from the Department for Transport Study in May 2012. These options were consulted on as part of the Autumn 2013 options consultation. This led to the selection of a preferred option and a consultation on the scheme took place from April to June 2014. The design has been refined further since the formal consultation in response to consultation feedback and ongoing technical studies. Chapter 4 of the <i>Environmental Statement (doc 6.1)</i> outlines the main alternative scheme options that have been considered. |
| | Comments were raised regarding junction design, including at Bar Hill, Girton, Swavesey, Dry Drayton, Huntingdon railway station and the A1198. | | | | ✓ | | Junctions are designed to cater for predicted traffic arising from forecast traffic growth, taking into account planned developments. |
| | Comments were raised relating to the design of diversion routes, hard shoulders, slip roads and Huntingdon Viaduct. | | | | ✓ | | In the event of a full carriageway closure, the proposed scheme includes emergency slip roads at Brampton interchange and new A1198 junctions, which would enable traffic to be taken off the A14 Huntingdon Southern Bypass. The strategic diversion routes for this section of the A14 would be via the A1/A428 or the A1198/A428, depending on the location of the carriageway closure. Changing the status of the proposed road to a motorway, by adding a hard shoulder would add significantly to scheme cost and is not considered necessary to meet the scheme objectives. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|----------------------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | <p>Junctions and their slip roads are designed to cater for predicted traffic arising from forecast traffic growth, taking into account planned developments.</p> <p>The majority of the viaduct structure is almost 40 years old and is considered to be a costly maintenance liability. It is not possible to widen the existing viaduct to provide more capacity. The demolition of the viaduct would reduce the severing effect it has on the local landscape and communities and would open up opportunities for the local townscape.</p> <p>Strategic traffic would transfer on to the proposed Huntingdon Southern Bypass. Traffic flows through Huntingdon and on a number of other key radial routes in to the town would be reduced.</p> <p>Reduced traffic volumes in the town centre due to vehicles being relocated to the new bypass would be expected to improve air quality in the locality.</p> |
| Non-motorised users (NMU) | Offord Cluny & Offord D'arcy Parish Council and a land interest suggested that consideration is given to the bridleway. | ✓ | | ✓ | | | Careful consideration has been given to the provision of facilities for equestrians within the scheme. This includes the reconnection of severed bridleways and the provision of new NMU facilities available to equestrians. Details of NMU facilities can be seen in the <i>General Arrangement Plans (doc 2.2)</i> included in the Development Consent Order submission. |
| | Suggestions for NMU provision including additional cycling infrastructure, improved safety, segregation of users and minimum design standards. | | | | ✓ | | Approximately 30km of new NMU facilities would be provided as part of the scheme. The NMU facilities would be shared use and designed in accordance with the Highways Agency's Standards for the provision of facilities for non-motorised users. Details of NMU facilities can be seen in the <i>General Arrangement Plans (doc 2.2)</i> included in the DCO submission. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|--------------------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | Hemingford Grey Parish Council and community consultees raised concerns over the preservation of rights of way. | ✓ | | | ✓ | | Under the scheme, existing public rights of way would be either maintained or reconnected to the new NMU facilities which would be provided using reasonably convenient diversions. |
| | Support the proposed NMU provision. | | | ✓ | ✓ | | Support duly noted. |
| Property and land | Cambridge University and community consultees raised concerns over the land required for the scheme. | | | | ✓ | ✓ | The <i>Land Plans</i> and <i>Works Plans</i> show the land that is required to construct and operate the scheme. The <i>Statement of Reasons</i> provides an explanation of why the Highways Agency may require legal powers to compulsory purchase land. Land required has been informed by an environmental impact assessment and seeks to avoid sensitive resources and significant effects. |
| | Anglian Water, Network Rail Infrastructure Limited, National Grid and community consultees noted that consideration should be given to protection of their assets. | ✓ | | | ✓ | | The Highways Agency have entered discussions with relevant service providers and landowners in relation to the impacts on their assets. The appropriate protection and diversionary measures would be applied. |
| | Concerns raised regarding property devaluation, including in Brampton, Offord, and Hilton and near the Huntingdon bypass. | | | | ✓ | | The <i>Compulsory purchase and compensation booklet 4: compensation to residential owners and occupiers (2010)</i> provides guidance on making a claim and the rights for compensation. Compensation would be provided in accordance with the standard legal procedures. |
| | Health and Safety Executive (HSE) and Suffolk County Council (neighbouring – “D”) noted that consideration should be given to the relevant health and safety requirements. | ✓ | ✓ | | | | One of the key objectives of the scheme is to improve safety. All statutory obligations in relation to health and safety are a core requirement for development of the scheme and will form part of the construction management plan that will be agreed with the constructor of the scheme. |
| | Offord Cluny and Offord D’arcy Parish Council and Suffolk County Council | ✓ | ✓ | | | | The scheme provides good forward visibility, grade-separated junctions and no direct access to properties from the new road. This would |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | (neighbouring – “D”) noted concerns regarding the potential for ongoing accidents even with the new scheme. | | | | | | introduce better lane control, providing adequate capacity for predicted traffic levels, and is thereby expected to reduce the number of accidents. The scheme has additionally been the subject of a stage 1 road safety audit and recommendations accommodated. |
| | Road safety should be ensured during construction. | | | | ✓ | | The contractors appointed to build the scheme would be required to submit plans for the construction work, in accordance with the <i>Code of Construction Practice</i> , prior to the commencement of any works. These plans would include details of their proposals for traffic management, road safety and the routing of construction vehicles, and would be reviewed by the Highways Agency. The scheme will additionally be the subject of stage 1 and 2 road safety audits. |
| | A solution has been needed for a number of years given the high number of accidents on the road. The proposals are therefore welcomed as they will improve safety, especially as it will take through traffic away from local routes. | | | | ✓ | | Support duly noted. |
| Scheme scope | CPRE and community consultees made suggestions for alternative/additional improvements/solutions to address issues with the A14. Suggestions include companies changing working hours, tolling systems, developing public transport, alternative for freight transport or new bypasses in other areas. | | | ✓ | ✓ | | The Main Alternatives of the <i>Environmental Statement (doc 6.1)</i> outlines the main alternative scheme options that have been considered and the reasoning behind the development of the preferred option. Whilst the scheme does not focus on rail transport, it does not preclude future developments in rail or other public transport systems. The need for the scheme was identified from the <i>Cambridge to Huntingdon Multi-Modal Study (CHUMMS, 2001)</i> . The study identified a package of measures which included remodelling of sections of the railway between Felixstowe and Nuneaton and the development of a guided busway. The scheme is the remaining scheme to be delivered. |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | More recently, in 2011 a study was commissioned by the Department for Transport, in conjunction with the county councils of Cambridgeshire, Suffolk and Northamptonshire, to look at multi-modal transport solutions to the issues of congestion of the A14 between Cambridge and Huntingdon. A third A14 study (A14 Study Output 3) was then produced in November 2012 comprising an appraisal of the shortlisted public transport, rail freight and highway packages identified in the previous stage of the study. The public transport package included proposals for a new park-and-ride site and the introduction of new local bus services to connect outlying settlements with Cambridge City Centre. The rail freight package consisted of proposals for new and expanded strategic rail freight infrastructure, including new links between the Felixstowe branch line and the Great Eastern Mainline and the remodelling of sections of the railway between Felixstowe and Nuneaton. The rail freight package was forecast to reduce HGV traffic on the A14 in the core study area by up to 11%, which would offset between 60% and 80% of the forecast growth in HGV traffic between 2011 and 2031. The public transport package would equate to a reduction of less than one per cent of the peak-hour traffic on the A14 trunk road. |
| | The existing A14 should be improved. | | | | ✓ | | Alternative route options, including the improvement of the existing A14, have been considered and rejected as they do not offer the same benefits or increase costs when compared with the proposed scheme. Chapter 4 Main Alternatives of the <i>Environmental Statement (doc 6.1)</i> outlines the main alternative scheme options that have been considered and the reasoning behind the decision. |
| | The existing road should have been widened rather than building through green belt land. | | | | ✓ | | Alternative route options, including the widening of the existing A14, have been considered and rejected as they do not offer the same benefits or increase costs when compared with the proposed scheme. More information can be found in Chapter 4 Main Alternatives of the |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|----------------|---|------------------|-----------|-----------|-----|--------|--|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | <i>Environmental Statement (doc 6.1).</i> |
| | Comments were raised relating to the strategic importance and context of the scheme at a regional, national and EU level. | | | | ✓ | | <p>The <i>Case for the Scheme (doc 7.1)</i> document sets out the need for the scheme at a regional, national and EU level, the objectives to be addressed, and the options considered. It provides further key information in support of the scheme and demonstrates the robustness of the proposed option chosen following careful consideration of alternatives. It summarises the economic case and confirms a scheme benefit-cost ratio representing high value for money. It considers the scheme against planning and government policy, notably the draft National Policy Statement for National Networks.</p> <p>One of the benefits of the scheme is increased capacity and resilience of a critical part of the trans-European Network.</p> |
| Traffic | Offord Cluny and Offord D'arcy Parish Council and community consultees raised concerns that the scheme will worsen congestion and that improving the roads will actually increase the numbers using it. | ✓ | | | ✓ | | <p>The <i>Transport Assessment (doc 7.2)</i> concludes that the amount of additional traffic generated as a direct result of the scheme would be small. The majority of the traffic growth is due to planned development in the region and existing trips diverting back on to the A14.</p> <p>The Highways Agency's traffic forecasts indicate that daily traffic levels on the B1043 in Offord Cluny are forecast to rise by approximately 10% in 2035 as a result of the scheme, while Offord D'Arcy would benefit from a 25% reduction in traffic.</p> |
| | The scheme will improve existing congestion levels. | | | | ✓ | | Support duly noted. |
| | Oakington and Westwick Parish Council, Boxworth Parish Meeting, Suffolk County Council (neighbouring – "D"), a land | ✓ | ✓ | ✓ | ✓ | | The scheme would provide additional road capacity to accommodate future traffic growth and would help to improve traffic flow, alleviate |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | interest and community consultees raised concerns regarding traffic flow. | | | | | | congestion and enhance journey reliability. |
| | Ellington Parish Council and community consultees raised concerns regarding rat running through villages. | ✓ | | | ✓ | | The scheme would create additional capacity on the A14 that would allow traffic that is currently using alternative routes to divert back onto the A14. As a result a number of villages would benefit from a reduction in through traffic and there would therefore be less rat running through surrounding villages as set out in the <i>Transport Assessment (doc 7.2)</i> . |
| | Lolworth Parish Council, Hermingford Grey Parish Council, Essex County Council (neighbouring – “D”) and community consultees made comments on traffic management measures, including the need for speed cameras, speed limits, speed calming, junction upgrades, HGV restrictions and signage. | ✓ | ✓ | | ✓ | | The scheme includes enhanced on-road technology and signing to manage traffic flow and provide advance warning of traffic conditions. This would introduce better lane control, providing adequate capacity for predicted traffic levels and is thereby expected to improve journey time reliability and reduce the number of accidents. Further, junctions are designed to cater for predicted traffic arising from forecast traffic growth, taking into account planned developments. |
| | Fenstanton Parish Council and community consultees raised concerns regarding traffic modelling, including the need for additional modelling and its reliability. South Cambridgeshire District Council (hosting – “B”) specifically noted that developments such as Waterbeach, Bourn Airfield and Cambourne West have not been included in the traffic modelling. | ✓ | ✓ | | ✓ | | The Highways Agency’s traffic forecasts have been produced using a strategic highway assignment model, known as CHARM (Cambridge to Huntingdon A14 Road Model). This has been updated since the public consultation events in May/ June 2014 and has been validated against traffic conditions. The model performance against DfT guidance is significantly enhanced and therefore there is greater confidence in the underlying traffic representation. Since the formal consultation, further engagement has taken place with the local planning authorities in Cambridgeshire regarding future development assumptions. The advice received indicates that a number of other developments, including the developments at Waterbeach, Bourn Airfield and Cambourne West are now considered 'more than likely' to go ahead. These developments have therefore been included |

| Summary topic | What you said | Consultee strand | | | | | Highways Agency response |
|---------------|--|------------------|-----------|-----------|-----|--------|---|
| | | s42(1)(a) | s42(1)(b) | s42(1)(d) | s47 | s47 KS | |
| | | | | | | | within the traffic modelling and amendments have been made to the design to ensure that the scheme would accommodate these developments. |
| | Comments on the local road network, including increased vehicle numbers, inadequate provisions for villages and support for the restoration of connections to Madingley. | | | | ✓ | | <p>The scheme would create additional capacity on the A14 that would allow traffic that is currently using alternative routes to divert back onto the A14. As a result a number of villages would benefit from a reduction in through traffic.</p> <p>Traffic management and changes to local roads such as those that provide connections at Madingley is a matter for the local highway authority, Cambridgeshire County Council.</p> |

18.2 Summary of changes made to proposals

18.2.1 *Table 18.3* below provides a summary of the key design changes made to the scheme in response to consultation feedback. *Appendix E* provides a more detailed account of comments and identifies where these comments relate to a change to the scheme.

Table 18.3: Proposed changes following consultation

| Consultation feedback | Change to the proposal since the formal consultation | Location of design change ²³ |
|---|---|--|
| The proposed scheme may damage access to Crouchfield Villa | Following formal consultation, the scheme has been amended to ensure access to Crouchfield Villa is possible. The existing access (directly off A14) would be stopped up and a new access provided via the local access road. | Sheet 18 |
| Concerns that borrow pits will be left unrestored/used for landfill or for other commercial activity | Restoration of the borrow pits is proposed as part of the scheme and is now shown on scheme drawings. The restoration of the borrow pits follows two main objectives: restoration to agriculture where possible; or provision of quiet informal recreation such as walking and fishing and also for biodiversity with the balance determined by local factors. | Sheets 3, 4, 5, 11, 18 and 19 |
| Utility companies require to be consulted | Utility service providers, which may require diversions, have been contacted and would be consulted throughout the process. In some locations additional temporary land has been added to the scheme boundary to facilitate these diversions. | Sheets 13, 15, 16, 17, 18, 20, 21, 22 and 23 |
| The current road carries fast moving cars and should be made safer for pedestrians and cyclists by upgrading the bridleway | A new segregated NMU route will be provided from Cambridge to Fenstanton, providing a safe and accessible travel option. Following formal consultation, it is now proposed to prohibit pedestrians, cyclists and equestrians from the improved A14 between Girton and Brampton. The proposed parallel NMU route and existing facilities provide an improvement over the existing provision. | Sheets 12 to 21 |

²³ These locations can be identified on the sheets referenced and provided in the *General Arrangement Plans (document reference 2.2)*, within *Volume 2 Plans/Drawings/Sections* of the DCO application.

19 Additional land interest consultation

19.1 Introduction

- 19.1.1 The purpose of this chapter is to report the statutory consultation process with land interest consultees in accordance with the duty to consult as per section 42(1)(d) of the *Planning Act 2008* (“the Act”), outside of the statutory formal consultation period ending on 15 June 2014. Those with an interest in the land are defined by section 44 of the Act and include those who own, occupy or have another interest in the land, or who could be affected by the scheme in a way that they may be able to make a claim for compensation.
- 19.1.2 This chapter reports only the consultation held with land interest consultees following the statutory consultation period²⁴ ending on 15 June 2014. These consultees are referred to as ‘additional’ land interest consultees for the purpose of this report. Consultation with land interests within the formal consultation period is reported in chapters 5 to 18 of this report.
- 19.1.3 This chapter provides an overview of the additional land interest consultees consulted across the extent of the area affected by the scheme, the responses received and how these have been taken into account. Chapter 4 of this document provides an overview of all statutory responses received, including those reported in this chapter.

19.2 Identification of additional land interest consultees

- 19.2.1 Following the formal consultation period a process of supplementary diligent inquiry continued and additional land interests were identified as the scheme developed. Also the design of the scheme was amended in light of consultation responses, design development and the finalisation of environmental impact assessment and in some instances this introduced additional new interests in the land (e.g. where the changes resulted in minor amendments to the land required). The methodology for identifying additional land interests was the same as that set out in chapter 3, including:
- **HMLR Title Plans:** scheme wide searches of the HMLR Index Map were undertaken and relevant HMLR Title Plans were obtained.
 - **Land Information Questionnaires (LIQ):** questionnaires were sent requesting confirmation of known land interests and provision of other relevant information.
 - **Environmental impact assessment information:** this was used to identify those people within "Category 3" pursuant to section 44(4) of the Act who might have a relevant claim (including as a result of noise, lighting or air quality) as defined under section 44(6).

²⁴ This includes land interest consultees that were identified following the issuing of letters to section 42 consultees on 10 April and 8 May as part of the formal consultation period.

- **Additional searches and enquiries:** with host councils, utility providers, Companies House, director report data and the electoral register.
- **Site enquiries:** where no LIQ response was received or it was not possible to identify land interests from other sources, addresses were visited so that verbal doorstep interviews could be undertaken to gather information on the relevant land interests.
- **Web-based research:** to verify details or identify interests where land was unregistered or it was not possible to identify land interests from other sources.

19.3 Consultation with additional land interest consultees

19.3.1 A total of 192 additional land interest consultees were identified, these consultees are listed in appendix C. *Table 19.1* summarises how these additional consultees were identified and when they were consulted.

Table 19.1: additional land interest consultation

| Number of additional land interest consultees | Identification of additional land interest consultees | Date consulted (letter dated) | Deadline for receipt of consultation responses |
|---|---|-------------------------------|--|
| 57 | Supplementary diligent inquiry | 6 June 2014 | 10 July 2014 |
| 49 | Supplementary diligent inquiry | 29 July 2014 | 28 August 2014 |
| 64 | Supplementary diligent inquiry | 25 September 2014 | 27 October 2014 |
| 9 | Finalisation of the scheme design | 26 September 2014 | 27 October 2014 |
| 2 | Supplementary diligent inquiry | 14 October 2014 | 12 November 2014 |
| 1 | Supplementary diligent inquiry | 27 October 2014 | 25 November 2014 |
| 9 | Supplementary diligent inquiry | 17 November 2014 | 16 December 2014 |
| 1 | Supplementary diligent inquiry | 19 November 2014 | 19 December 2014 |

19.3.2 The additional land interest consultees were consulted by letter, which enclosed the scheme brochure and a questionnaire (see appendix B). The letter stated a deadline for the receipt of consultation responses (as listed in *Table 19.1*), which was at least 28 days from the day after the date of receipt.

19.3.3 Additional land interest consultees that were consulted as a result of the finalisation of the scheme design or who, when identified, were affected by

a finalisation of the scheme design not shown in the scheme brochure, were also sent (enclosed with the letter) a schedule and annotated drawing setting out the relevant design change to the scheme, as well as directions to the original consultation drawings and materials, and details of where they could be obtained.

19.3.4 Template letters are provided in appendix A.10.4-8 inclusive and were sent by first class post. The design change consultation material is provided in appendix F, this includes a sample schedule and the full set of design change drawings that were issued to consultees.

19.4 Consultation responses received

19.4.1 Of the total 192 additional land interests consulted, seven responses were received as follows

- Six questionnaires (one with an accompanying letter); and
- One letter.

19.4.2 Of the six questionnaires received, *Table 19.2* below summarises the answers to the 'closed' questions, which asked whether consultees are in agreement with various elements of the scheme.

Table 19.2: Questionnaires responses to closed questions

| Questionnaire questions | Yes | No | Unsure | No Answer |
|---|------------------------------|----|--------|-----------|
| | Number of consultees answers | | | |
| 1a. Do you believe that there is a need to make improvements to the Cambridge to Huntingdon section of the A14 in order to achieve the objectives listed above? | 4 | | | 2 |
| 1c. Do you believe that the route option we are proposing would offer the right solution to address current problems and meet future needs? | 3 | 1 | | 2 |
| 2a. Do you agree with our proposed approach to mitigating the potential adverse environmental impacts of the proposed scheme? <i>Refer to the Impacts on the Environment Section of the Consultation Brochure or the A14 Preliminary Environmental Information Report for more details.</i> | 2 | 1 | 1 | 2 |
| 3a. Widening of the A1 between Brampton Hut and Alconbury. Do you agree with the proposals for this area? | 2 | 1 | 1 | 2 |
| 4a. Proposed layout of the A1 and A14 adjacent to Brampton. Do you agree with our proposed layout in this area, which is different from the layout that was proposed in the autumn 2013 consultation? <i>See further information about this in the consultation brochure.</i> | 1 | 1 | 2 | 2 |
| 5a. Demolition of existing A14 viaduct, and related changes to local road, in Huntingdon. Do you agree | 3 | 1 | | 2 |

| Questionnaire questions | Yes | No | Unsure | No Answer |
|--|------------------------------|----------|----------|-----------|
| | Number of consultees answers | | | |
| with the proposals for this area? | | | | |
| 6a. New Huntingdon Southern Bypass. Do you agree with the proposals for this area? | 2 | 1 | | 3 |
| 7a. Widening of the existing A14 between Swavesey and Girton. Do you agree with the proposals for this area? | 4 | | | 2 |
| 8a. Widening of the existing Cambridge Northern Bypass between Histon and Milton. Do you agree with the proposals for this area? | 2 | 2 | 1 | 1 |
| 9a. New local access road between Fen Drayton and Girton. Do you agree with the proposals for this area? | 2 | | 1 | 2 |
| 10a. We are proposing improvements to existing junctions along the A14 at Swavesey, Bar Hill and Girton. Do you agree with the proposals for improvements at: Swavesey | 3 | 1 | | 2 |
| 10c. We are proposing improvements to existing junctions along the A14 at Swavesey, Bar Hill and Girton. Do you agree with the proposals for improvements at: Bar Hill | 4 | | | 2 |
| 10e. We are proposing improvements to existing junctions along the A14 at Swavesey, Bar Hill and Girton. Do you agree with the proposals for improvements at: Girton | 3 | | 1 | 2 |
| Total responses | 36 | 9 | 7 | 26 |

19.4.3 *Table 19.2* shows that with the exception of question 4a and 8a, the majority of the five responses were in agreement with the scheme proposals, where an answer to the specific question was received. Two consultees answered 'no' when asked whether they agreed with the proposed widening of the existing Cambridge Northern Bypass between Histon and Milton (question 8a).

19.5 Overview of responses

19.5.1 The questionnaire asked respondents to explain their reasons for their answers to the questions listed above and any other matters that should be taken into account. The following table provides a full breakdown of comments received relevant to each question by topic. The table provides the Highways Agency's response to each comment, and in doing so demonstrates how these this feedback has been taken into account.

Table 19.3: Summary of all responses from additional land interest consultees

| Consultee(s) | Element of the scheme (questionnaire questions) | Summary of consultee comment | Date consulted | Comment received by deadline? | Change to proposal? | Highways Agency's response |
|--------------------------------------|--|---|----------------|-------------------------------|---------------------|---|
| General access | | | | | | |
| Access | | | | | | |
| 1 individual land interest consultee | New Local Access Road between Fen Drayton and Girton (question 9b) | It will provide easier access. | 25/09/2014 | Yes | No | Comment duly noted. |
| 1 individual land interest consultee | Bar Hill Junction (question 10d) | The Bar Hill industrial area will be served. | 25/09/2014 | Yes | No | Comment duly noted. Access to Bar Hill industrial area would be achieved via Bar Hill junction and the existing infrastructure at Bar Hill. |
| 1 individual land interest consultee | Construction scheme impacts (question 2c) | Access to the A14 will be difficult as Lolworth does not have any alternative routes. | 25/09/2014 | Yes | No | Under the current proposals, traffic from Lolworth village would continue to use Robin's Lane, which would be diverted over the A14 to join the proposed local access road at a new junction approximately 100 metres to the east of Hill Farm Cottages. Access to the A14 would be provided at Swavesey and Bar Hill junctions. Asymmetric widening allows safe offline construction and less disruption to road users. The existing A14 would be widened and the redundant eastbound carriageway would be reused as a local access road. The separation between the local access road and the A14 has been optimised to maximise the distance from Lolworth. |

| Consultee(s) | Element of the scheme (questionnaire questions) | Summary of consultee comment | Date consulted | Comment received by deadline? | Change to proposal? | Highways Agency's response |
|--------------------------------------|--|---|----------------|-------------------------------|---------------------|--|
| 1 individual land interest consultee | Widening existing A14 between Swavesey and Girton (question 7b) | It will improve access into Cambridge. | 25/09/2014 | Yes | No | Comment duly noted. |
| 1 individual land interest consultee | Other Comments – Lolworth Flyover (question 11b) | The proposed flyover at Lolworth will significantly improve accessibility into the village. | 25/09/2014 | Yes | No | Comment duly noted. |
| 1 individual land interest consultee | Demolition of existing A14 viaduct, and related changes in local road, in Huntingdon (question 5b) | It seems a great pity to damage the Common to provide access to the southern end of the High Street. This part of Huntingdon most appreciates the Common. | 29/07/2014 | Yes | Yes | The proposed access improves connectivity into Huntingdon, providing direct access to the ring road from the south, thus providing relief to Godmanchester and the listed old town bridge. The previously proposed roundabout has been changed to a signalised junction and moved closer to Mill Common road, in order to reduce the impact on Mill Common |
| Local versus through traffic | | | | | | |
| 1 individual land interest consultee | Right solution (question 1d) | Keeping local traffic separate from through traffic is important for various reasons. | 25/09/2014 | Yes | No | The scheme includes the development of a local access road between Huntingdon and north-west Cambridge, which would provide an alternative route for local traffic. This would avoid the need to use the A14. This route is forecast to carry 14,700 vehicles per day, which would otherwise need to use the A14 mainline. |
| | Widening existing | Local traffic must be kept | 25/09/2014 | Yes | No | The scheme includes a local access |

| Consultee(s) | Element of the scheme (questionnaire questions) | Summary of consultee comment | Date consulted | Comment received by deadline? | Change to proposal? | Highways Agency's response |
|------------------|---|--|----------------|-------------------------------|---------------------|--|
| | A14 between Swavesey and Girton (question 7b) | separate from through traffic, for safety. | | | | <p>road between Fen Drayton and Girton. Accesses from the local road network are limited to Bar Hill and Swavesey on this stretch where the aim is to separate long distance traffic that is using the A14 from local traffic travelling between Huntingdon and north-west Cambridge. In doing so, the scheme would increase safety conditions.</p> <p>The section of the A14 between Cambridge and Huntingdon currently has many junctions, lay-bys and local accesses, which interrupt the flow of traffic and contribute to the congestion and potential for accidents on the route. The scheme would reduce the number of junctions, lay-bys and local accesses, which should help improve the safe flow of traffic and reduce the frequency of incidents on the mainline. The scheme, including entrances and exits would be designed to meet the relevant design standards including the <i>Design Manual for Roads and Bridges (DMRB)</i> to ensure safety and freedom of traffic flow.</p> |
| Community | | | | | | |

| Consultee(s) | Element of the scheme (questionnaire questions) | Summary of consultee comment | Date consulted | Comment received by deadline? | Change to proposal? | Highways Agency's response |
|--------------------------------------|---|---|----------------|-------------------------------|---------------------|---|
| | Demolition of the existing A14 viaduct and related changes to local roads in Huntingdon (question 5b) | This will be a vast improvement for the population of Huntingdon. | 25/09/2014 | Yes | No | Comment duly noted. |
| 1 individual land interest consultee | Demolition of the existing A14 viaduct and related changes to local roads in Huntingdon (question 5b) | It will cause chaos in Huntingdon and turn it into a ghost town. | 17/11/2014 | Yes | No | <p>The retention of the viaduct once the A14 through Huntingdon is de-trunked is not supported by the local highway authority, who would have to take over responsibility for its on-going maintenance and upkeep. The majority of the viaduct structure is almost 40 years old and is considered to be a costly maintenance liability. The demolition of the viaduct and removal of the embankments would reduce the severing effect it has on the local landscape and communities.</p> <p>The viaduct would be removed and replaced with new local road connections that would provide improved access into Huntingdon. A new link road would be constructed to improve accessibility into Huntingdon from the south and east by connecting the de-trunked A14 directly with the Huntingdon ring road near the bus station, with Brampton Road adjacent to the railway station and from the north and west by constructing a new link</p> |

| Consultee(s) | Element of the scheme (questionnaire questions) | Summary of consultee comment | Date consulted | Comment received by deadline? | Change to proposal? | Highways Agency's response |
|--------------------------------------|---|---|----------------|-------------------------------|---------------------|---|
| | | | | | | road from Brampton Road to connect with the de-trunked A14 to the west. |
| Environmental | | | | | | |
| General | | | | | | |
| 1 individual land interest consultee | Environmental scheme impacts (question 2b) | Any major road scheme must have some environmental impact and this one seems reasonable. | 25/09/2014 | Yes | No | Comment duly noted. An environmental impact assessment (EIA) has been undertaken in accordance with legislation and guidance, and is reported in the <i>Environmental Statement (doc 6.1)</i> submitted with the DCO application. The EIA has concluded a range of mitigation measures that are embedded within the scheme design, to help reduce likely significant environmental effects. |
| 1 individual land interest consultee | Construction scheme impacts (question 2c) | The impact on Lolworth would be considerable during construction, including dust and noise. | 25/09/2014 | Yes | No | The <i>Code of Construction Practice (CoCP)</i> , in the <i>Environmental Statement Appendices (doc 6.3)</i> which forms part of the DCO application, outlines the control measures and standards that would be applied by the Highways Agency and its main contractors throughout the construction period, including community relations, general site operations, transport and traffic, and environmental considerations. It applies across the scheme, including at Lolworth. The <i>CoCP</i> identifies how disruption to communities would be mitigated, including requirements for |

| Consultee(s) | Element of the scheme (questionnaire questions) | Summary of consultee comment | Date consulted | Comment received by deadline? | Change to proposal? | Highways Agency's response |
|--------------------------------------|---|--|----------------|-------------------------------|---------------------|--|
| | | | | | | <p>suitable control of construction noise and dust. These would be subject to engagement with the relevant local authority or statutory environmental body.</p> <p>Chapter 13 of the <i>CoCP</i> outlines the noise and vibration mitigation measures that would be adhered to as part of the scheme. This would include noise and vibration control at source (such as quiet or low vibration equipment), acoustic enclosures and screening of equipment. The noise and vibration effects of the scheme during construction have been considered in Chapter 14 of the <i>Environmental Statement (doc 6.1)</i>. Taking account of the mitigation measures, no dwellings within Lolworth are predicted to experience construction noise levels higher than the noise insulation trigger levels defined in the <i>CoCP</i>.</p> |
| 1 individual land interest consultee | Environmental scheme impacts (question 2b) | Noise and air pollution will have a major impact. | 17/11/2014 | Yes | No | Construction works associated with a road scheme of this scale would inevitably have some impacts on local communities and the environment. These impacts have been assessed and are reported in the <i>Environmental Statement (doc 6.1)</i> where measures to mitigate likely significant adverse impacts are also reported, including the |
| | Construction scheme impacts (question 2c) | Noise and dirt pollution will affect our communities, as well as more traffic congestions. | 17/11/2014 | Yes | No | |

| Consultee(s) | Element of the scheme (questionnaire questions) | Summary of consultee comment | Date consulted | Comment received by deadline? | Change to proposal? | Highways Agency's response |
|--------------|--|---|----------------|-------------------------------|---------------------|---|
| | | | | | | <i>Code of Construction Practice (CoCP) (Appendix 20.2)</i> . The CoCP outlines the control measures and standards that would be applied by the Highways Agency and its main contractors throughout the construction period, including community relations, general site operations, transport and traffic, and environmental considerations. The CoCP identifies how disruption to communities would be mitigated, including requirements for suitable control of construction noise and dust. These would be subject to engagement with the relevant local authority or statutory environmental body. |
| | Other Comments – Huntingdon Southern Bypass (question 11b) | It is a huge disruption to our beautiful countryside. | 17/11/2014 | Yes | No | A Landscape and Visual Impact Assessment (LVIA) has been undertaken and is reported in chapter 10 of the <i>Environmental Statement (doc 6.1)</i> . Landscaping works are proposed to lessen the visual impacts of the scheme. Details of the landscape mitigation strategy are provided in chapter 10 of the <i>Environmental Statement (doc 6.1)</i> . Landscaping mitigation includes environmental bunds, the use of false cuttings to screen traffic in sensitive locations and native tree and shrub planting. Landscape mitigation is illustrated on the Outline Environmental Drawings |

| Consultee(s) | Element of the scheme (questionnaire questions) | Summary of consultee comment | Date consulted | Comment received by deadline? | Change to proposal? | Highways Agency's response |
|--------------------------------------|---|---|----------------|-------------------------------|---------------------|--|
| | | | | | | contained in Fig 3.2 of the <i>Environmental Statement (doc 6.1)</i> . |
| General design | | | | | | |
| 1 individual land interest consultee | Swavesey Junction (question 10b) | Proposal seems too complicated. | 17/11/2014 | Yes | No | <p>The roundabouts are designed to link the local access road between Fen Drayton and Girton, the Cambridge Service Area, the A14 for strategic road traffic and the de-trunked A14 for local traffic. It would thereby encourage the separation of local road users from strategic or long distance traffic, therefore reducing congestion as demonstrated by the <i>Transport Assessment (doc 7.2)</i>.</p> <p>The design has been developed with an emphasis on safe operation for all users in accordance with the Design Manual for Roads and Bridges. To further ensure the junction operates safely, NMU's routes have been segregated from vehicle traffic with a separate NMU bridge.</p> |
| Road widening | | | | | | |
| 1 individual land interest consultee | New Huntingdon Southern Bypass (question 6b) | Existing routes should be widened, especially A428 and A1 to Black Cat. | 17/11/2014 | Yes | No | Originally 21 route options were considered for the alignment of the road, including widening of the existing A14 and changes to the A428. This was later refined to six options by identifying scheme options which offered both the best value for money |
| | Other Comments – Huntingdon Southern Bypass | Existing routes should be widened. | 17/11/2014 | Yes | No | |

| Consultee(s) | Element of the scheme (questionnaire questions) | Summary of consultee comment | Date consulted | Comment received by deadline? | Change to proposal? | Highways Agency's response |
|----------------|---|------------------------------|----------------|-------------------------------|---------------------|---|
| | (question 11b) | | | | | <p>and the best solutions to the scheme objectives. This ensured that additional money was not spent on a scheme which would fundamentally offer the same outcome. These six options were the subject of consultation in September/October 2013 and inform the current proposals that the Highways Agency is now pursuing.</p> <p>Extensive traffic modelling studies have been undertaken in order to ensure that the proposed layouts would reduce congestion and accommodate predicted traffic levels.</p> <p>The scheme would result in a transfer of strategic traffic on to the improved A14, which would result in a reduction of traffic flows on the A428 between the A1198 and Girton interchange. Traffic flows on the section of the A428 to the west of the A1198 are not expected not change significantly. The scheme is expected to have limited impacts on traffic flows at the Black Cat Roundabout on the A1 and the A421 to the west.</p> |
| Ecology | | | | | | |

| Consultee(s) | Element of the scheme (questionnaire questions) | Summary of consultee comment | Date consulted | Comment received by deadline? | Change to proposal? | Highways Agency's response |
|--------------------------------------|---|--|----------------|-------------------------------|---------------------|--|
| 1 individual land interest consultee | Environmental scheme impacts (question 2b) | Balancing ponds with accompanying planting and corridors of greenery will allow animal interaction and movement. | 25/09/2014 | Yes | No | Comment noted. Chapter 11 of the <i>Environmental Statement (doc 6.1)</i> includes consideration of changes in environmental conditions (such as water quality and water levels) both during construction and operation. Mitigation to reduce the impact of the scheme on ecology has been identified which seeks to avoid impacts in the first instance. Other principles adopted include minimising culverting of watercourses |
| Landscape | | | | | | |
| 1 individual land interest consultee | Demolition of the existing A14 viaduct and related changes to local roads in Huntingdon (question 5b) | The proposed new roundabout and slip roads would ruin one of the remaining valued and picturesque parts of Huntingdon, the walk across Mill Common and down to Port Holme. | 29/07/2014 | Yes | Yes | The proposed access improves connectivity into Huntingdon, providing direct access to the ring road from the south, thus providing relief to Godmanchester and the listed old town bridge. The previously proposed roundabout has been changed to a signalised junction and moved closer to Mill Common road, in order to reduce the impact on Mill Common. |
| Noise | | | | | | |
| 1 individual land interest consultee | Widening of the existing Cambridge Northern Bypass between Histon and Milton (question 8b) | Total noise screening should be provided between Histon and Girton on the Impington side. | 25/09/2014 | Yes | No | A noise impact assessment has been undertaken and is reported in Chapter 14 of the <i>Environmental Statement (doc 6.1)</i> . Mitigation measures have been designed into the scheme to reduce |

| Consultee(s) | Element of the scheme (questionnaire questions) | Summary of consultee comment | Date consulted | Comment received by deadline? | Change to proposal? | Highways Agency's response |
|--------------------------------------|--|--|----------------|-------------------------------|---------------------|---|
| | Widening of the existing Cambridge Northern Bypass between Histon and Milton (question 8b) | A high noise screen should be provided between Impington and Girton along the entire length of the road. | 25/09/2014 | Yes | No | <p>noise impacts during operation, including the alignment and cuttings, low-noise road surfacing and landscaped earthworks to mitigate visual impact and reduce noise.</p> <p>Noise barriers are proposed at locations considered suitable to do so in accordance with Government noise policy. Provision of barriers has taken account of benefit compared to cost, engineering practicability, other environmental impacts caused by the barriers and stakeholder consultation.</p> <p>Based on the assessment undertaken, noise barriers are proposed at locations on the northern and southern side of the Cambridge Northern Bypass to reduce noise at identified sensitive locations. Placing a noise barrier along the entire length of the scheme between Histon and Girton was not found to be warranted.</p> |
| Future growth | | | | | | |
| 1 individual land interest consultee | Bar Hill Junction (question 10d) | Traffic will increase as a result of the Northstowe development. | 25/09/2014 | Yes | No | The scheme has been designed to accommodate future traffic growth, including that from committed and planned developments. All developments that are considered to be 'near certain' or 'more than likely' by the local planning authorities in the period up to year 2035 have been included in |

| Consultee(s) | Element of the scheme (questionnaire questions) | Summary of consultee comment | Date consulted | Comment received by deadline? | Change to proposal? | Highways Agency's response |
|--------------------------------------|---|--|----------------|-------------------------------|---------------------|--|
| | | | | | | the traffic forecasts at the specific locations, with the remaining unallocated growth distributed across the region (in accordance with best practice guidance). The first and second phases of Northstowe (approximately 5,000 homes) have been included. Further allowance has been made for the Bar Hill junction to be expanded to accommodate the potential full build out of Northstowe (10,000 homes). |
| Need for the proposals | | | | | | |
| 1 individual land interest consultee | Need for the scheme (question 1b) | Get on with it. | 25/09/2014 | Yes | No | It is anticipated that the statutory DCO process will be complete mid-2016, allowing a construction start on site in late 2016 with the road open to traffic by 2020. |
| 1 individual land interest consultee | New Huntingdon Southern Bypass (question 6b) | Huntingdon Southern Bypass is the only practical route and should alleviate some of Huntingdon's traffic congestion. | 25/09/2014 | Yes | No | As a result of the transfer of strategic traffic on to the proposed Huntingdon Southern Bypass, traffic flows on the existing A14 would be significantly reduced with consequential benefits for the residents of Huntingdon. Details of traffic flows within Huntingdon can be found in the <i>Transport Assessment (doc 7.2)</i> . |
| | Proposed layout of the A1 and A14 adjacent to | Any new road should try to provide the best solution and this appears | 25/09/2014 | Yes | No | Comment duly noted. |

| Consultee(s) | Element of the scheme (questionnaire questions) | Summary of consultee comment | Date consulted | Comment received by deadline? | Change to proposal? | Highways Agency's response |
|--------------------------------------|--|---|----------------|-------------------------------|---------------------|--|
| | Brampton (question 4b) | to be the one. | | | | |
| | Demolition of existing A14 viaduct, and related changes in local road, in Huntingdon (question 5b) | The viaduct is simply an outdated and worn out bridge which is blocking future regeneration. | 25/09/2014 | Yes | No | It is considered that the removal of the viaduct would bring environmental and regeneration benefits. |
| | New Huntingdon Southern Bypass (question 6b) | The Huntingdon Southern Bypass is a good option for routeing the currently extremely overdue upgrading. | 25/09/2014 | Yes | No | It is anticipated that the statutory DCO process will be complete mid-2016, allowing a construction start on site in late 2016 with the road open to traffic by 2020. |
| | Need for the scheme (question 1b) | The widening of all bypasses is already much overdue. | 25/09/2014 | Yes | No | It is anticipated that the statutory DCO process will be complete mid-2016, allowing a construction start on site in late 2016 with the road open to traffic by 2020. |
| Safety | | | | | | |
| 1 individual land interest consultee | Need for the scheme (question 1b) | The existing A14 has safety issues. | 25/09/2014 | Yes | No | The current road is not designed to accommodate the volume of traffic experienced. This is therefore a leading factor in many of the accidents on this road. The scheme seeks to address this issue. |
| 1 individual land interest consultee | Right solution (question 1d) | Accidents will still cause delays. | 17/11/2014 | Yes | No | The scheme provides good forward visibility, grade-separated junctions and no direct access to properties from the new road. This would expected to |

| Consultee(s) | Element of the scheme (questionnaire questions) | Summary of consultee comment | Date consulted | Comment received by deadline? | Change to proposal? | Highways Agency's response |
|--------------------------------------|---|--|----------------|-------------------------------|---------------------|---|
| | | | | | | reduce the number of accidents. All aspects of the proposed design, including slip roads and junctions, are compliant with current <i>DMRB</i> standards. Traffic will inevitably look for all available diversions when accidents close roads, however, the scheme proposals provide extra resilience by increasing capacity through the provision of additional lanes. |
| Scheme scope | | | | | | |
| 1 individual land interest consultee | Widening of the A1 between Brampton Hut and Alconbury (question 3b) | Broadly agree with the widening of the A1 between Brampton Hut and Alconbury and agree that three lanes is sufficient for future proofing. | 25/09/2014 | Yes | No | The scheme includes an additional lane in each direction on the A1 between Alconbury and the proposed Brampton interchange with the A14 Huntingdon Southern Bypass. This would provide three lanes in each direction on this section of the A1, although the route would not be upgraded to a motorway standard. The additional capacity that this would create is primarily required to accommodate the forecast increase in traffic flows associated with long distance traffic travelling between the A1 to the north and the A14 to the east that would switch on to the A14 Huntingdon Southern Bypass, and therefore would need to remain on the A1 for longer. |
| 1 individual land | Widening of the A1 between Brampton | Unless you widen up to the Black Cat roundabout | 17/11/2014 | Yes | No | Originally 21 route options were considered for the alignment of the |

| Consultee(s) | Element of the scheme (questionnaire questions) | Summary of consultee comment | Date consulted | Comment received by deadline? | Change to proposal? | Highways Agency's response |
|--------------------|---|--|----------------|-------------------------------|---------------------|---|
| interest consultee | Hut and Alconbury (question 3b) | it will be pointless. The existing congestion on the A14 is caused at Bar Hill where you have 2 + 3 lanes. | | | | <p>road, including widening of the existing A14 and changes to the A428. This was later refined to six options by identifying scheme options which offered both the best value for money and the best solutions to the scheme objectives. This ensured that additional money was not spent on a scheme which would fundamentally offer the same outcome. These six options were the subject of consultation in September/October 2013 and inform the current proposals that the Highways Agency is now pursuing.</p> <p>Extensive traffic modelling studies have been undertaken in order to ensure that the proposed layouts would reduce congestion and accommodate predicted traffic levels.</p> <p>The scheme would result in a transfer of strategic traffic on to the improved A14, which would result in a reduction of traffic flows on the A428 between the A1198 and Girton interchange. Traffic flows on the section of the A428 to the west of the A1198 are not expected not change significantly. The scheme is expected to have limited impacts on traffic flows at the Black Cat Roundabout on the A1 and the A421 to the west.</p> |

| Consultee(s) | Element of the scheme (questionnaire questions) | Summary of consultee comment | Date consulted | Comment received by deadline? | Change to proposal? | Highways Agency's response |
|--------------------------------------|--|--|----------------|-------------------------------|---------------------|--|
| 1 individual land interest consultee | Other Comments – Huntingdon Southern Bypass (question 11b) | Get freight off the roads and onto railways. | 17/11/2014 | Yes | No | <p>The <i>Cambridge to Huntingdon Multi Modal Study (CHUMMS, 2001)</i> identified a package of transport measures. It concluded that no single mode solution would address the issues and recommended improvements to the A14, rail improvements as and the development of a guided busway. All of the measures have now been delivered or are within current programmes of work, leaving the A14 Cambridge to Huntingdon improvement scheme as an important outstanding recommendation.</p> <p>More recently, in 2011 a study was commissioned by the Department for Transport, in conjunction with the county councils of Cambridgeshire, Suffolk and Northamptonshire, to look at multi-modal transport solutions to the issues of congestion of the A14 between Cambridge and Huntingdon. A third A14 study (A14 Study Output 3) was then produced in November 2012 comprising an appraisal of the shortlisted public transport, rail freight and highway packages identified in the previous stage of the study. The public transport package included proposals for a new park-and-ride site and the introduction of new local bus services to connect outlying settlements with Cambridge City Centre. The rail freight</p> |

| Consultee(s) | Element of the scheme (questionnaire questions) | Summary of consultee comment | Date consulted | Comment received by deadline? | Change to proposal? | Highways Agency's response |
|--------------------------------------|--|--|----------------|-------------------------------|---------------------|---|
| | | | | | | package consisted of proposals for new and expanded strategic rail freight infrastructure, including new links between the Felixstowe branch line and the Great Eastern Mainline and the remodelling of sections of the railway between Felixstowe and Nuneaton. The rail freight package was forecast to reduce HGV traffic on the A14 in the core study area by up to 11%, which would offset between 60% and 80% of the forecast growth in HGV traffic between 2011 and 2031. The public transport package would equate to a reduction of less than one per cent of the peak-hour traffic on the A14 trunk road. |
| 1 individual land interest consultee | Demolition of existing A14 viaduct, and related changes in local road, in Huntingdon (question 5b) | Consideration should be given to dismantling the medieval bridge and rebuilding it at a site nearby as a pedestrian bridge. A new, fit for purpose, bridge could then be built between Huntingdon and Godmanchester. This would avoid the need for works on Mill Common and reduce traffic in Godmanchester. | 29/07/2014 | Yes | No | This proposal would not provide the direct link from the south into Huntingdon; traffic would still need to route through Godmanchester to reach Huntingdon, thus not providing the traffic relief of the proposed scheme. Rebuilding the listed bridge at a different location and replacing it with a modern bridge would adversely impact the historic setting and cultural heritage value of the bridge. |

| Consultee(s) | Element of the scheme (questionnaire questions) | Summary of consultee comment | Date consulted | Comment received by deadline? | Change to proposal? | Highways Agency's response |
|--------------------------------------|--|--|----------------|-------------------------------|---------------------|---|
| 1 individual land interest consultee | Demolition of existing A14 viaduct, and related changes in local road, in Huntingdon (question 5b) | Consideration should be given to opening the Huntingdon Ring Road to two-way traffic once the A14 has been de-trunked. This would reduce congestion. | 29/07/2014 | Yes | No | Making the ring road two way would be unlikely to reduce congestion. However this would be a matter for Cambridgeshire County Council as Highway Authority and Huntingdonshire District Council to consider. It is beyond the scope of the A14 scheme |
| Traffic | | | | | | |
| Congestion | | | | | | |
| 1 individual land interest consultee | Need for the scheme (question 1b) | The existing A14 has issues with delays and congestion. | 25/09/2014 | Yes | No | The <i>Transport Assessment (doc 7.2)</i> demonstrates that congestion and delay on the A14 between Huntingdon and Cambridge would continue to worsen if the scheme did not go ahead, leading to significantly extended journey times and greater unreliability. The scheme aims to alleviate the existing issues with congestion on the section of the A14 between Huntingdon and Cambridge which is acknowledged as an existing bottleneck. |
| | Widening of the existing A14 between Swavesey and Girton (question 7b) | This area is totally congested at the moment. | 25/09/2014 | Yes | No | The <i>Transport Assessment (doc 7.2)</i> demonstrates that congestion and delay on the A14 between Huntingdon and Cambridge would continue to worsen if the scheme did not go ahead, leading to significantly extended journey times and greater unreliability. The scheme aims to alleviate the existing issues with congestion on the section of the A14 |

| Consultee(s) | Element of the scheme (questionnaire questions) | Summary of consultee comment | Date consulted | Comment received by deadline? | Change to proposal? | Highways Agency's response |
|--------------------------------------|--|--|----------------|-------------------------------|---------------------|---|
| | | | | | | between Huntingdon and Cambridge which is acknowledged as an existing bottleneck. The scheme would provide additional road capacity to accommodate future traffic growth, enhance journey reliability and help reduce the frequency of accidents. |
| | New local access road between Fen Drayton and Girton (question 9b) | This will reduce congestion. | 25/09/2014 | Yes | No | Comment duly noted. The scheme is intended to alleviate the existing issues with congestion on the section of the A14 between Huntingdon and Cambridge which is acknowledged as an existing bottleneck. The scheme would provide additional road capacity to accommodate future traffic growth, enhance journey reliability and help reduce the frequency of accidents. |
| 1 individual land interest consultee | Need for the scheme (question 1b) | Existing congestion has a negative impact on business and issues with staff getting to work. | 25/09/2014 | Yes | No | The scheme is specifically intended to alleviate the existing issues with congestion on the section of the A14 between Huntingdon and Cambridge, which is acknowledged as an existing bottleneck. The scheme would provide additional road capacity to accommodate future traffic growth, enhance journey reliability and help reduce the frequency of accidents. |
| 1 individual land interest consultee | Need for the scheme (question 1b) | Traffic flow is slow | 17/11/2014 | Yes | No | The scheme is specifically intended to alleviate the existing issues with congestion on the section of the A14 between Huntingdon and Cambridge, |

| Consultee(s) | Element of the scheme (questionnaire questions) | Summary of consultee comment | Date consulted | Comment received by deadline? | Change to proposal? | Highways Agency's response |
|--------------------------------------|--|--|----------------|-------------------------------|---------------------|---|
| | | | | | | which is acknowledged as an existing bottleneck. The scheme would provide additional road capacity to accommodate future traffic growth, enhance journey reliability and help reduce the frequency of accidents. |
| 1 individual land interest consultee | Need for the scheme (question 1b) | There is currently huge congestion and too many accidents. | 25/09/2014 | Yes | No | The <i>Transport Assessment (doc 7.2)</i> demonstrates that congestion and delay on the A14 between Huntingdon and Cambridge would continue to worsen if the scheme did not go ahead, leading to significantly extended journey times and greater unreliability. The scheme aims to alleviate the existing issues with congestion on the section of the A14 between Huntingdon and Cambridge which is acknowledged as an existing bottleneck. The scheme would provide additional road capacity to accommodate future traffic growth, enhance journey reliability and help reduce the frequency of accidents. |
| Traffic movements | | | | | | |
| 1 individual land interest consultee | New local access road between Fen Drayton and Girton (question 9b) | This will provide alternative routes at any given point in time. | 25/09/2014 | Yes | No | Comment duly noted. |
| Traffic management | | | | | | |
| 1 individual land | Swavesey Junction | It must be ensured that HGVs do not park up | 25/09/2014 | Yes | No | No designated parking areas for HGVs would be provided as part of the |

| Consultee(s) | Element of the scheme (questionnaire questions) | Summary of consultee comment | Date consulted | Comment received by deadline? | Change to proposal? | Highways Agency's response |
|--------------------------------------|---|--|----------------|-------------------------------|---------------------|---|
| interest consultee | (question 10b) | anywhere other than designated areas. | | | | scheme. Enforcement of law relating to parking would be the responsibility of the Police. The scheme does not include provision for additional truck stops. Facilities for overnight parking will be available at private sector-operated service areas. There are currently three privately operated truck stop service areas (Brampton Hut, Alconbury and Cambridge Services) within the boundary of the scheme. |
| 1 individual land interest consultee | Right solution (question 1d) | Freight/lorries are the problem – need to prevent overtaking for lorries, make better use of the railway and widen the existing route. | 17/11/2014 | Yes | No | <p>The Highways Agency's traffic forecasts suggest that the proportion of HGVs is expected to fall by 2-3% with the scheme as a result of the increased numbers of cars and light vehicles using the route. The provision of a high quality route designed to modern standards with additional lanes would also lessen the effects of HGVs overtaking on other road users.</p> <p>The scheme aims to improve conditions for all drivers on the Cambridge to Huntingdon section of the A14 rather than to divert HGV traffic on to other less suitable roads. Restricting HGVs to the nearside lane would do little to increase capacity and is therefore not proposed as part of the DCO application.</p> |

| Consultee(s) | Element of the scheme (questionnaire questions) | Summary of consultee comment | Date consulted | Comment received by deadline? | Change to proposal? | Highways Agency's response |
|--------------------------------------|--|------------------------------------|----------------|-------------------------------|---------------------|---|
| General disagreement | | | | | | |
| 1 individual land interest consultee | Proposed layout of the A1 and A14 adjacent to Brampton (question 4b) | Disagree with the southern bypass. | 17/11/2014 | Yes | No | Six alternative options for the scheme emerged from the Department of Transport Study in May 2012. These options were consulted on as part of the Autumn 2013 options consultation. This led to the selection of a preferred option and a further formal consultation on the scheme took place from April to June 2014. The design has been refined further since the formal consultation in response to consultation feedback and ongoing technical studies. Chapter 4 of the <i>Environmental Statement (doc 6.1)</i> outlines the main alternative scheme options that have been considered. |

20 Non-statutory design change consultation and engagement

20.1 Introduction

- 20.1.1 Following the statutory pre-application consultation period between 7 April and 15 June 2014, a number of changes were made to the proposed scheme. These changes were in response to consultation comments and further preliminary design and technical work.
- 20.1.2 The Highways Agency undertook a review of each change to establish the nature of the change as advised by guidance issued by the Department for Communities and Local Government (DCLG)²⁵ ('the Guidance').
- 20.1.3 None of the changes were such that the "proposed application" under ss42, 47 and 48 of the *Planning Act 2008* could be held to have changed. Therefore no further statutory consultation was required under the Act. This approach was consistent with the Guidance, which states that applicants are not expected to repeat consultation unless the project proposals have "*changed very substantially*", or "*to such a large degree that what is being taken forward is fundamentally different from what was consulted on*" (paragraph 55) and that legitimacy of consultation already carried out could be questioned "*where a proposed application changes to such a degree that the proposals could be considered a new application*" (paragraph 56). None of these descriptions applies in respect of the changes.
- 20.1.4 The Guidance also advises that "*if the change only affects part of the development, then it is not necessary for an applicant to undertake a full re-consultation*" (paragraph 57). The changes affected only parts of the proposed development, so the Highways Agency undertook a targeted non-statutory consultation exercise.
- 20.1.5 That exercise was conducted in accordance with the Guidance. In accordance with paragraph 55, it took into account the degree of change, the effect on the local community and the level of public interest as guiding factors in determining what additional consultation should be done.
- 20.1.6 The targeted consultation period ran from 29 September to 31 October. The purpose of the targeted consultation was to inform and consult affected consultees on the changes relevant to them.

Methodology

- 20.1.7 The Highways Agency followed a rigorous review process to assess all changes to the scheme since the formal statutory consultation and determine whether they were of a significance that additional consultation should take place. In assessing this, the Highways Agency used a concept of 'materiality' to recognise a degree of change that, although it was not of the level of significance set out above requiring further statutory consultation, was of a nature that the Highways Agency wished to draw

²⁵ DCLG (August, 2014) 'Planning Act 2008: Guidance on the pre-application process'

affected consultees' attention to. A change was considered material if the change would:

- materially change the application physically; or
- result in an adverse change in environmental impacts; or
- be subject to a material level of public interest.

20.1.8 The above conditions were assessed by a team of relevant technical experts in each of the three fields who then categorised the changes accordingly. A full schedule of the relevant design changes is included in appendix F. A total of 106 changes were identified.

Consultees

20.1.9 For all relevant design changes, the relevant potentially affected and/or interested consultees (672) were identified, as listed in *Table 20.1* and footnotes. This includes key local authorities and prescribed consultees, relevant s44 land interests and members of the local community that the Highways Agency identified as having an interest in the changes, based on previous consultation and engagement.

20.1.10 Consultees were provided with design change drawings with annotations illustrating the change to the design relevant to them.

20.1.11 The drawings were issued by letter to land interests and members of the local community. Although non-statutory, this consultation followed the requirements of s45 of the Act for consultation of s42 consultees, allowing a minimum of 28 days from the date after receipt of documents for consultees to reply. For key local authorities and prescribed consultees, drawings were issued as part of the ongoing regular engagement with them, either by electronic file transfer or during a face to face meeting. A full set of the design change drawings is included in appendix F.

20.1.12 The following *Table 20.1* sets out the consultees and how they were consulted.

Table 20.1: Non-statutory design change consultation

| Consultee | Consultees affected by proposed design change(s) | Consultation method |
|--|--|--|
| Key statutory environmental stakeholders | <ul style="list-style-type: none"> English Heritage Environment Agency Natural England | Consultees were issued the relevant design change drawings via electronic file transfer on 16 October 2014. Meetings had already been held prior to this to discuss the updated design. Consultees were asked to submit comments via email by 31 October 2014. A copy of the relevant email is included in <i>appendix F</i> . |
| Hosting local authorities | <ul style="list-style-type: none"> Cambridgeshire County Council Huntingdonshire District Council South Cambridgeshire District Council | |
| Other key stakeholders²⁶ | Homes and Communities Agency | Consultees were issued the relevant design change drawings via electronic file transfer on 21 October 2014. Consultees were asked to submit comments via email by 31 October 2014. A copy of the relevant email is included in <i>appendix F</i> . |
| | Non-motorised user (NMU) groups: <ul style="list-style-type: none"> Cyclists' Touring Club (CTC) Cambridge Cycling Campaign Ramblers Association Cambridge Campaign for Better Transport Cambridge Cycling Campaign Confederation of Passenger Transport Sustrans | A workshop was held with the Highways Agency and NMU groups on 3 October 2014. Comments on the design changes were recorded during the meeting. |
| Land interests and members of the local community²⁷²⁸ | <ul style="list-style-type: none"> 157 organisations 501 individuals | Land interests and members of the local community were consulted by letter, including a schedule listing the changes potentially affecting them and the relevant design change drawings, as well as directions to the original consultation drawings and materials, and details of where they could be obtained. Letters were issued by first class post on 29 September, 1 October and 2 October 2014. Consultees were given 28 days to submit comments. A copy of the relevant letter is included in <i>appendix F</i> . |

²⁶ Assessed as having an interest in the changes; in the HCA's case from the perspective of the Northstowe development and for NMU groups due to a general interest in NMU provision.

²⁷ Those with an interest in land (as per section 44 of the *Planning Act 2008*) which would be affected by the proposed design changes.

²⁸ Those assessed by members of the project EIA team as potentially affected by a relevant change in environmental effect or those assessed by the project consultation team as likely to have a particular interest in a change.

20.1.13 The following sections provide a summary of the non-statutory comments received, including verbal responses (meetings) and written responses (letters and emails), which refer specifically to the changes to the design made following the statutory formal consultation.

20.2 Consultation responses received

20.2.1 Of the 672 consultees that were consulted as part of the non-statutory consultation on design changes, 40 responses were received by the following methods:

- 20 letters;
- 19 emails; and
- 1 meeting minute (comprising comments from seven NMU groups).

20.2.2 *Table 20.2* provides a breakdown of the consultees that gave feedback, either by written communication or by providing verbal feedback at a meeting with the Highways Agency, on the design changes made to the scheme.

Table 20.2: Responses to non-statutory design change consultation

| Total number of respondents | Consultee |
|--|--|
| Key statutory environmental stakeholders | |
| 0 | n/a |
| Hosting local authorities | |
| 0 | n/a |
| Other key stakeholders | |
| 1 | <ul style="list-style-type: none"> • NMU groups |
| Land interests and members of the local community | |
| 38 | 11 organisations: <ul style="list-style-type: none"> • Chivers Farms Limited • George J Goff Ltd • Hinchingsbrooke Hospital • J.J. Gallagher Limited • Landro Limited • Lenton Bros Ltd, George Lenton Trust and an individual • Malthurst Petroleum Limited • St John's College • Travelodge Hotels Limited • Trustees of the George Lenton Trust • University of Cambridge 27 individuals |

20.2.3 *Table 20.3* provides a summary of the comments raised regarding the proposed design changes, and the Highways Agency's response.

Table 20.3: Summary of feedback regarding the non-statutory design change consultation

| Summary topic | What you said | Highways Agency response |
|---------------|--|--|
| Access | The widening of the road will bring traffic closer to Crouchfield Villa and therefore restrict access. Access to some properties will have to be made from the rear, resulting in the loss of garden space and wasting the front entrance. | Crouchfield Villa currently has access directly from the A14. As access to properties would no longer be from the A14 and instead would be from a local road constructed alongside the trunk road between Girton and Fen Drayton, access to Crouchfield Villa would be from the local access road and therefore has to be from the rear. |
| | Concerns regarding the revised design for Mill Common Road, including the proposed access through an existing car park, the steep gradient and reduced access to St Mary's Street. | The scheme (including the elements of the scheme referred to by the consultee) is designed to modern road standards as set out by the <i>Design Manual for Roads and Bridges (DMRB)</i> and The Traffic Signs Regulations and General Directions (TSRGD) in order that it would be safe for all users. The design was changed to reduce impact on Mill Common. |
| | Concerns over pedestrian access to residential properties. | Approximately 30 km of new NMU facilities would be provided as part of the scheme. Of this, over 12 km would be provided in a continuous shared NMU facility from Mill Road, Fenstanton to the A1307 Huntingdon Road, Cambridge, segregated from the carriageway, to provide links between Fenstanton, Swavesey, Bar Hill and Cambridge, and to link to the Northstowe development and to provide connections to existing/severed bridleways. Two NMU bridges would be provided at Bar Hill and Swavesey and bridleways would be re-established at Brampton. Further NMU crossings would be provided on Robins Lane and Dry Drayton Bridges. Existing NMU routes severed by the Huntingdon Southern Bypass would be reconnected at bridges between Offord Road to New Barns Lane. Accesses to properties for pedestrians would be via these NMU routes. |
| | Request details of how full access to the Goff Petroleum site would be maintained during the A14 scheme works. | The layout in the area of the Goff Petroleum site has been amended since the formal consultation period and subsequent discussions to reduce the impact on the site. Suitable access would be maintained throughout the duration of construction works. |
| | Request confirmation that pedestrian access between Huntingdon station car park and Mill Common Road will be retained. | Pedestrian access between Huntingdon station car park and Mill Common Road via a permissive footpath will be retained. |

| Summary topic | What you said | Highways Agency response |
|--------------------------------------|--|--|
| | Concerns over access to farmland, including at Debden Farm and Chivers Farms Limited. | Detailed changes to farm access provisions have been made where possible in response to consultation comments and discussions with landowners. |
| | Lenton Bros Ltd, George Lenton Trust, George Goff Ltd and a land interest requested details of how access to properties and land will be maintained. | The scheme includes the removal of direct property access to the A14 in many locations, this would improve safety conditions and ease traffic movements. Access to properties would instead be from a local access road constructed alongside the trunk road between Girton and Fen Drayton or from the de-trunked, and less busy, A14 between Fen Drayton and Huntingdon. Where accesses are being replaced, the new access would be provided prior to the existing access being extinguished to ensure access is maintained. |
| | Query whether relevant owners and occupiers of affected land would retain a right of way along the access roads as is currently the case. | Where existing rights would be severed by the scheme, relevant owners and occupiers would retain a reasonably convenient alternative right of way. |
| | Suggest that the Huntingdon inner ring road could be opened to two-way traffic to improve access to Mill Common. | This is beyond the scope of the A14 scheme and is a matter for Cambridgeshire County Council and Huntingdonshire District Council. |
| | Unclear on purpose of new access road from Woolley Road, insufficient detail provided. | The new access road would connect Woolley Road with the New Ellington junction. It is proposed in order to remove the existing direct access from Woolley Road onto the A1, thereby improving through flow and safety on the A1. |
| | Query how attenuation ponds at Top Farm and Lodge Farm will be accessed. Sufficient security measures and upgrading of track should be provided. | Access roads to attenuation ponds are shown on the scheme <i>General Arrangement</i> drawings. Details of fencing and surfacing would be agreed with relevant landowners/occupiers at detailed design stage within the constraints of the DCO. |
| Agricultural/ business impact | Several consultees noted that their farm land will be lost. | <p>The <i>Land Plans</i> and <i>Works Plans</i> show the land that is required to construct and operate the scheme. The <i>Statement of Reasons</i> provides an explanation of why the Highways Agency may require legal powers to compulsory purchase land. Compensation would be provided in accordance with the standard legal procedures.</p> <p>The impact of the scheme on agricultural land and farms has been assessed as part of the environmental impact assessment and is reported in Chapter 16</p> |

| Summary topic | What you said | Highways Agency response |
|---------------|---|--|
| | | of the <i>Environmental Statement (doc 6.1)</i> . |
| | Hedge planting along Brampton Road would affect access to Lodge Farm and potentially affect drainage near the route. | Planting has been adjusted so as not to affect access to Lodge Farm and drainage. |
| | Landro Limited noted that proposed planting will block individual access and encroach on property structures. | All access to Landro land around the water tower and under the viaduct would be maintained and the detail design process (in compliance with outline and overall requirements of the <i>Environmental Statement (doc 6.1)</i>) will ensure that planting does not impose any restrictions on the Landro development proposals in this area. The Highways Agency is engaging with the landowner to ensure the detail design would be suitable and allow complex demolition and construction processes to take place. |
| | GB Sewell and Partners and other land interests raised concerns that agricultural vehicles would be required to access land parcels via unsuitable roads. | Following the consultation process, several design changes were made to improve further the scheme including the addition of new accesses to properties and land. Consultation with stakeholders would continue throughout the design process to ensure all required accesses have been included. |
| | The old A14 flyover is retained for agricultural vehicles and for the safety of road users and pedestrians. | The majority of the viaduct structure is almost 40 years old and is considered to be a costly maintenance liability. The demolition of the viaduct and removal of the embankments would reduce the severing effect it has on the local landscape and communities. The removal of the viaduct would have multiple benefits for the local and wider community as well as strengthen the benefits of the A14 scheme. These benefits significantly outweigh retaining the structure. Agricultural vehicles will be able to use the new links and Brampton Road with an exemption to the current weight restrictions. |

| Summary topic | What you said | Highways Agency response |
|-------------------------|--|---|
| | The George Lenton Trust noted that the proposed location of a borrow pit would leave a small, unusable triangle of land. | Land take has been restricted to only that which is necessary for the scheme or construction. Where land would be required land owners would be compensated. It is understood that the small triangle of land north of Rectory Farm would be isolated and of little agricultural value, as such this area of land has now become part of the proposed borrow pit landscaping. |
| Community impact | No comments received in relation to community impact. | |
| Construction | Lenton Bros Ltd, the George Lenton Trust and a land interest queried whether the proposed soil storage areas will be temporary and requested that land will be returned to the original state with fully reinstated land drainage. | Soil storage areas would be used temporarily to stockpile soil and would be reinstated to their pre-construction state. |
| | Concern that the existing mains services at the front of Crouchfield Villa may be affected by the building works. | Service providers affected by the scheme are and would continue to be consulted with throughout the design process. Required diversion/protection works to services would be agreed prior to construction. |
| | Concerns about noise and vibration levels during construction. | Chapter 13 of the <i>Code of Construction Practice</i> outlines the noise and vibration mitigation measures that would be adhered to as part of the scheme. This would include noise and vibration control at source (such as quiet or low vibration equipment), acoustic enclosures and screening of equipment. The noise and vibration effects of the scheme during construction have been considered in Chapter 14 of the <i>Environmental Statement (doc 6.1)</i> . |
| Cost | Further information requested regarding compensation packages and the effect of construction on property/land values. | The <i>Compulsory purchase and compensation booklet 4: compensation to residential owners and occupiers (2010)</i> provides guidance on making a claim and the rights for compensation. Compensation would be provided in accordance with the standard legal procedures. |
| Environment | The 3 metre high noise barriers proposed may impede light into Crouchfield Villa. | Potential effects on natural light to adjacent properties would be a factor in the detailed design of the noise barrier adjacent to Crouchfield Villa. Climbing plants would be planted to soften the appearance of the barrier. |

| Summary topic | What you said | Highways Agency response |
|---------------|---|---|
| | Noise barriers are proposed to the north of Alconbury junction flyover but not to the south of the junction. Concerns regarding noise impacts in the vicinity of Brooklands Farmstead. | An assessment of noise and vibration effects has been undertaken and is reported in Chapter 14 of the <i>Environmental Statement</i> , along with proposed mitigation measures. Provision of noise barriers has taken account of benefit compared to cost, engineering practicability, other environmental impacts caused by the barriers and stakeholder consultation. No residual likely significant adverse noise effects have been predicted in this area south of the Alconbury junction, but further consideration will be given to noise mitigation measures at detailed design. |
| | The area near Oxholme Farm should have a solid noise barrier and not an earth bund. | The proposed earthworks bund in this area would serve two functions: noise attenuation barrier and landscape screening/mitigation. It is considered that an earthworks bund is more appropriate in this rural location than a solid fence as it provides opportunities to plant the slopes. Noise fences would be more appropriate in urban locations where space would be more limited. |
| | Supportive of the extended noise barriers to the east of Girton Road Bridge on the A14. Request that the A14 to the east of Girton Road Bridge be surfaced with noise-suppressing materials. | Support is noted. The current proposal is that the scheme would use 'Low Noise' road surfacing material. The Highways Agency no longer permits use of concrete or hot rolled asphalt. |
| | Concerns regarding loss of green space at Mill Common. Suggest that the road through Mill Common is inserted prior to the existing Mill Common underpass to reduce impacts on the car park and green space. | The amended design seeks to minimise impacts on Mill Common by routing the connecting road as close as possible to the north side of the existing underpass. If it were located to the south of the underpass, there would need to be approximately seven properties acquired and demolished. |
| | Concern about the destruction of green space which acts as an important ecological corridor connecting Port Holme, a site of international importance, with the green spaces surrounding Huntingdon. | It is unclear to which area(s) of green space reference is being made. There have been two design changes in the vicinity of Portholme that would reduce potential impacts in that vicinity. An area of land adjacent to Alconbury Brook is no longer required and the design of the scheme in Huntingdon has been amended to reduce the overall scheme footprint and likely significant effects on historic structures and the Huntingdon Conservation Area. An assessment of ecological impacts and proposals for mitigation are reported within Chapter 11 of the <i>Environmental Statement (doc 6.1)</i> . An assessment of likely significant effects on European sites (Stage 1 of a Habitats Regulations |

| Summary topic | What you said | Highways Agency response |
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| | | Assessment), including Portholme Special Area of Conservation (SAC), is contained in Appendix 11.12 of the <i>Environmental Statement (doc 6.1)</i> . No significant effects are anticipated for the SAC as a result of the scheme. |
| | The SSSI near Alconbury Brook will no longer be used as replacement land. | Comment noted. |
| | Query whether the proposed ecology mitigation areas at Views Common will allow grazing to continue. | Yes the ecology mitigation areas identified (for Great Crested Newts) will still allow grazing to continue on Views Common. |
| | Query the plans for the existing wooded area on Sheet 16 of 24 of the revised General Arrangement plans with regards to felling or planting. | Existing trees within the red line boundary would generally have to be cleared to enable the proposed scheme to be constructed. Outside of the scheme boundary the trees will remain. |
| | Query why the balancing reservoir on Sheet 16 of 24 of the revised General Arrangement plans could not be located to the west of its existing position to avoid the need to fell the mature trees. | Drainage from the road has to pass through the balancing ponds before discharge to the watercourse. Consequently the ponds are located adjacent to the discharge points. Due to the flat topography, lengthening of the distance between pond and outfall would inevitably cause problems achieving outfall by gravity, and may result in the proposed A14 levels having to be raised, which is considered undesirable. |
| | Sufficient landscaping should be provided where Mill Common Road passes under the existing A14 to provide a safe and pleasant walking route. | Landscaping of the area between Mill Common Road and the new link road is included as part of the scheme. Areas of Mill Common Road that are unaffected by the scheme proposals are a matter for Cambridgeshire County Council. The size and placement of the attenuation ponds and flood compensation areas have been designed to ensure that existing flooding conditions would not be adversely affected in relation to most water courses in the vicinity of the scheme (see Chapter 17 of the <i>Environmental Statement</i> for further information). Where land would be required, compensation would be provided in accordance with the standard legal procedures. |
| | University of Cambridge and other land interests raised concerns regarding land take | Landscaping of the area between Mill Common Road and the new link road is included as part of the scheme. Areas of Mill Common Road that are |

| Summary topic | What you said | Highways Agency response |
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| | <p>associated with attenuation ponds and flood compensation areas.</p> <p>Suggestion that ponds be located as close as possible to the highway to mitigate any impact with agricultural operations.</p> | <p>unaffected by the scheme proposals are a matter for Cambridgeshire County Council.</p> <p>The size and placement of the attenuation ponds and flood compensation areas have been designed to ensure that existing flooding conditions would not be adversely affected in relation to most water courses in the vicinity of the scheme (see Chapter 17 of the <i>Environmental Statement</i> for further information). Where land would be required, compensation would be provided in accordance with the standard legal procedures.</p> <p>An assessment of ecological impacts and proposals for mitigation are reported within Chapter 11 of the <i>Environmental Statement (doc 6.1)</i>. Baseline surveys for the assessment identified the presence of great crested newt (GCN) within ponds in the area of Hinchingsbrooke Hospital and Hinchingsbrooke School. Whilst none of the ponds would be directly impacted by the proposed scheme, mitigation measures have been developed to ensure no GCN would be harmed during the course of construction. In addition, dedicated areas have been identified within the scheme design in this locality for the creation of new habitats, suitable for GCN in addition to the creation of underpasses to ensure safe movement of GCN below the new road. On completion of the scheme, the existing ponds which currently support GCN would remain and would be supplemented by the mitigation areas described above, plus attenuation ponds associated with the new road which would be designed with a secondary biodiversity function.</p> |
| | <p>Hinchingsbrooke Hospital queried whether the ponds would be used to support the existing newt population.</p> | <p>An assessment of ecological impacts and proposals for mitigation are reported within Chapter 11 of the <i>Environmental Statement (doc 6.1)</i>. Baseline surveys for the assessment identified the presence of great crested newt (GCN) within ponds in the area of Hinchingsbrooke Hospital and Hinchingsbrooke School. Whilst none of the ponds would be directly impacted by the proposed scheme, mitigation measures have been developed to ensure no GCN would be harmed during the course of construction. In addition, dedicated areas have been identified within the scheme design in this locality for the creation of new habitats, suitable for GCN in addition to the creation of underpasses to ensure safe movement of GCN below the new road. On completion of the scheme, the existing ponds which currently support GCN would remain and would be</p> |

| Summary topic | What you said | Highways Agency response |
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| | | <p>supplemented by the mitigation areas described above, plus attenuation ponds associated with the new road which would be designed with a secondary biodiversity function.</p> <p>Reduced traffic volumes in Huntingdon town centre due to vehicles being relocated to the new bypass would be expected to improve air quality in the locality. Likely significant effects on the environment as a result of the construction and operation of the scheme have been assessed and the findings are reported in the <i>Environmental Statement</i> – see the following chapters – 8 Air Quality, 14 Noise and Vibration and 10 Landscape (which includes lighting and visual effects).</p> |
| | <p>The traffic resulting from the proposed southern access road to Huntingdon railway station will have an effect on local residents including air, noise and light pollution and visual intrusion.</p> <p>The traffic light proposals at Mill Common are preferable to the original roundabout proposal, however the additional pollution on Station Cottages will still be high.</p> | <p>An assessment of ecological impacts and proposals for mitigation are reported within Chapter 11 of the <i>Environmental Statement (doc 6.1)</i>. Baseline surveys for the assessment identified the presence of great crested newt (GCN) within ponds in the area of Hinchingsbrooke Hospital and Hinchingsbrooke School. Whilst none of the ponds would be directly impacted by the proposed scheme, mitigation measures have been developed to ensure no GCN would be harmed during the course of construction. In addition, dedicated areas have been identified within the scheme design in this locality for the creation of new habitats, suitable for GCN in addition to the creation of underpasses to ensure safe movement of GCN below the new road. On completion of the scheme, the existing ponds which currently support GCN would remain and would be supplemented by the mitigation areas described above, plus attenuation ponds associated with the new road which would be designed with a secondary biodiversity function.</p> <p>Reduced traffic volumes in Huntingdon town centre due to vehicles being relocated to the new bypass would be expected to improve air quality in the locality. Likely significant effects on the environment as a result of the construction and operation of the scheme have been assessed and the findings are reported in the <i>Environmental Statement</i> – see the following chapters – 8 Air Quality, 14 Noise and Vibration and 10 Landscape (which includes lighting and visual effects).</p> <p>A flood risk assessment has been undertaken and is included in Appendix 17.1 of the <i>Environmental Statement (doc 6.1)</i>. A range of mitigation</p> |

| Summary topic | What you said | Highways Agency response |
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| | Concerns regarding flooding, including at Robins Lane. | <p>measures are proposed. The assessment presents a worst case scenario and concludes that with the mitigation measures in place, existing flooding conditions would not be adversely affected in relation to most water courses in the vicinity of the scheme.</p> <p>A flood risk assessment has been undertaken and is included in Appendix 17.1 of the <i>Environmental Statement (doc 6.1)</i>. A range of mitigation measures are proposed. The assessment presents a worst case scenario and concludes that with the mitigation measures in place, existing flooding conditions would not be adversely affected in relation to most water courses in the vicinity of the scheme.</p> <p>The scheme drainage design has been developed to a level sufficient for an outline design. A flood risk assessment has been undertaken and is included in Appendix 17.1 of the <i>Environmental Statement (doc 6.1)</i>. In summary this assessment has concluded that there is a need for a range of mitigation measures including balancing ponds and flood compensation areas. Some of these mitigation measures have been added to the scheme following the consultation and ongoing engagement with the Environment Agency. The assessment presents a worst case scenario and concludes that with the mitigation measures in place, existing flooding conditions would not be adversely affected in relation to most water courses in the vicinity of the scheme.</p> <p>Details of the balancing ponds are shown on the <i>General Arrangement Plans</i> in the DCO submission.</p> |
| Further information required | Request for details of the attenuation ponds, including exact locations and sizes. | <p>A flood risk assessment has been undertaken and is included in Appendix 17.1 of the <i>Environmental Statement (doc 6.1)</i>. A range of mitigation measures are proposed. The assessment presents a worst case scenario and concludes that with the mitigation measures in place, existing flooding conditions would not be adversely affected in relation to most water courses in the vicinity of the scheme.</p> <p>The scheme drainage design has been developed to a level sufficient for an outline design. A flood risk assessment has been undertaken and is included in Appendix 17.1 of the <i>Environmental Statement (doc 6.1)</i>. In summary this assessment has concluded that there is a need for a range of mitigation</p> |
| | Individual requests to see more detailed drainage plans, flood risk assessment and mitigation measures. | |

| Summary topic | What you said | Highways Agency response |
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| | | <p>measures including balancing ponds and flood compensation areas. Some of these mitigation measures have been added to the scheme following the consultation and ongoing engagement with the Environment Agency. The assessment presents a worst case scenario and concludes that with the mitigation measures in place, existing flooding conditions would not be adversely affected in relation to most water courses in the vicinity of the scheme.</p> <p>Details of the balancing ponds are shown on the <i>General Arrangement Plans (doc 2.2)</i> in the DCO submission.</p> <p>During the formal consultation period between April and June 2014, consultation materials including the Consultation Brochure were available online and in hard copy at the exhibition venues. Consultation material relevant to the design changes was posted to all affected consultees, including Hinchingsbrooke Hospital.</p> |
| | Hinchingsbrooke Hospital requested a hard copy of the consultation materials. | During the formal consultation period between April and June 2014, consultation materials including the Consultation Brochure were available online and in hard copy at the exhibition venues. Consultation material relevant to the design changes was posted to all affected consultees, including Hinchingsbrooke Hospital. |
| | Travelodge Hotels Limited noted that the information is insufficient and requested confirmation of the impact on their property. | The scheme would require the acquisition of small areas of land owned or occupied by Travelodge Hotels Ltd at Swavesey Junction, Bar Hill Junction and at Orchard Park. None of these acquisitions however would impact on Travelodge buildings. |
| | The information provided was unclear and insufficient. Further clarification required. | The revised plans distributed were of a similar size and scale as the original consultation material and were provided as a direct replacement. Areas of change were highlighted on the plans, and contact details were provided for those with any comments or queries. |
| | Request for meetings with the Highways Agency. | Engagement with land interests is ongoing and meeting requests will be responded to individually. |
| Future growth | Landro Limited object to the removal of the access road off the Views Common, which | Access to Landros land from Brampton Road would remain unchanged. Other access points or rights would also remain unchanged. The Highways Agency |

| Summary topic | What you said | Highways Agency response |
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| | removes access to a proposed new health club. | is in ongoing discussions with Landro to ensure compatibility with their development proposals. |
| | George J Goff Ltd noted a potential conflict between the A14 scheme and planning permission 1001680FUL. | The scheme design has been developed to date to be compatible with the approved application mentioned. The Highways Agency is in ongoing discussions with Goff's engineering consultants to ensure compatibility. |
| | Chivers Farms Limited noted that land at Woodhouse Farm and Impington Farm is included in the Darwin Green Development Scheme. | Landtake proposed from these areas has been minimised. |
| General design | Do not support the proposed locations of the new attenuation ponds as they reduce the land for agricultural use. | <p>The size and placement of the attenuation ponds and flood compensation areas have been designed to ensure that existing flooding conditions would not be adversely affected in relation to most water courses in the vicinity of the scheme (see Chapter 17 of the <i>Environmental Statement</i> for further information). Where land would be required, compensation would be provided in accordance with the standard legal procedures.</p> <p>Chapter 16 of the <i>Environmental Statement</i> includes an assessment of the likely significant effects on farms.</p> |
| | Agree that there is a requirement for the proposed relocation of the A14 due to increasing traffic but opposed to the construction of the southern access into Huntingdon railway station due to the detrimental impact on local residents. | <p>Significant environmental effects likely to arise as a result of the proposed scheme, including the proposed station access, have been assessed and are reported in the <i>Environmental Statement (doc 6.1)</i>.</p> <p>The <i>Code of Construction Practice (CoCP)</i>, appended to the <i>ES</i> which forms part of this DCO, outlines the control measures and standards that would be applied by the Highways Agency and its main contractors throughout the construction period, including how disruption to communities would be mitigated.</p> <p>In summary, Chapter 10 of the <i>Environmental Statement</i> concludes that following establishment of the planting, the significance of visual effects on properties close to the access would be slight adverse.</p> <p>Air quality in Huntingdon is generally predicted to improve as a result of the scheme (see Chapter 8 of the <i>Environmental Statement</i>).</p> <p>With proposed vibration mitigation measures in place, the residual vibration</p> |

| Summary topic | What you said | Highways Agency response |
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| | | <p>effects in this area would not be significant (see Chapter 14 of the <i>Environmental Statement</i>).</p> <p>In Huntingdon, the noise and vibration assessment has identified that the provision of the Huntingdon Southern Bypass would have a beneficial effect on a large number of dwellings along and adjacent to the de-trunked A14.</p> |
| | <p>Safety and traffic concerns regarding the complexity of Brampton junction and associated speed limits.</p> | <p>Brampton junction would be free flowing for traffic on the A1 travelling north and south and free flowing for traffic on the A14 heading to and from destinations west of Brampton Hut.</p> <p>The free flow slip roads are designed to <i>DMRB</i> requirements as 'interchange links' with a lower design speed than the mainline. Traffic using the links would diverge off mainline onto the interchange links and therefore expect a drop in speed environment. Additional safety measures would be considered during the detailed design to the extent possible within the constraints of the DCO and if considered necessary.</p> |
| | <p>Query why the new road to Clare College Farm and Utton's Drove Drain does not appear on the revised plans.</p> | <p>The proposed access road to Clare College Farm and Utton's Drove Drain is shown on Sheet 16 of the scheme <i>General Arrangement</i> drawings.</p> |
| | <p>Suggest that subsoil from the construction of a flood alleviation facility to the south of Brooklands House should be used to construct a soil bund along the boundary of Brooklands House and the highway to address noise concerns.</p> | <p>An assessment of the noise impact of the scheme is included in Chapter 14 of the <i>Environmental Statement (doc 6.1)</i>. It is concluded that no significant residual noise effects are predicted in the vicinity of Brooklands House, therefore a bund is not considered necessary.</p> |
| | <p>Support for the amended design at Mill Common with a traffic light junction rather than a roundabout, which will improve access to the former A14.</p> | <p>Support is duly noted.</p> |
| | <p>Concern regarding the redesigned Mill Common junction. This would result in the loss of Mill Common Car Park, which is essential to the occupiers of offices at</p> | <p>The loss of Mill Common private car park is required for the construction and operation of the proposed scheme, and would be a matter for compensation. The <i>Compulsory purchase and compensation booklet 4: compensation to residential owners and occupiers (2010)</i> provides guidance on making a claim</p> |

| Summary topic | What you said | Highways Agency response |
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| | Centenary House. | and the rights for compensation. Compensation would be provided in accordance with the standard legal procedures. Ongoing discussions have been held with regards to clarifying the layout suggested by the consultee, with a view to assessing the merits of this alternative layout. |
| | The new Mill Common junction could be brought closer to the existing Mill Common access road to reduce the amount of common land required and avoid loss of parking. | Ongoing discussions have been held with regards to clarifying the layout suggested by the consultee, with a view to assessing its merits. |
| | The signalised junction at Mill Common should be farther from the bridge in order to make the gradients less steep and enable access to the Pathfinder Link from Mill Common Road. | |
| | Hinchingsbrooke Hospital stated it is not clear whether the new roundabout and link road level sit at the current datum level or higher to tie up with the old viaduct. | The link road would run on low embankment from Hinchingsbrooke Park Road to the Views Common roundabout on the line of the de-trunked A14. The roundabout would be close to the level of the existing A14, there is limited opportunity to lower it due to the presence of the pedestrian subway which would be retained. |
| | Suggest that the realigned emergency access route is removed from the plans to save costs and reduce landtake at Top Farm. | The access route would be required for safe maintenance and emergency access to the new A14. |
| | Lenton Bros Ltd, George Lenton Trust and a land interest noted appreciation for several design changes including deletion of a flood compensation area, realignment of Grafham Road, and amended access points and footpaths. | Support for changes is duly noted. |
| | Concerns regarding the red line boundary, particularly at Hazlewell Farm (referred to as | The <i>Land Plans</i> and <i>Works Plans</i> show the land that is required to construct and operate the scheme. The <i>Statement of Reasons</i> provides an explanation of why the Highways Agency may require legal powers to compulsory |

| Summary topic | What you said | Highways Agency response |
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| | New Close Farm) and Top Farm. | purchase land. Land required has been informed by an environmental impact assessment and seeks to avoid sensitive resources and significant effects. |
| Non-motorised users (NMU) | Ramblers Association and CTC requested that NMU are separated from the road by ditches/swales to improve safety for users. | While further segregation of the path from the road may be desirable, the provision of ditches between the NMU path and local road could introduce a hazard for road users and would require safety fences along the line of the road. It would also require multiple crossings of the ditch for access to the NMU path. |
| | Ramblers Association and Cambridge Cycling Campaign suggested the alignment of the bridleway south of the A428 is modified as the proposed angles would make it difficult for cyclists. | The alignment of the bridleway has been further amended to remove the tight corners, as shown on sheet 21 of the scheme <i>General Arrangement (doc 2.2)</i> plans. |
| | NMU groups requested several amendments include segregated paths and a hard surface on NMU paths. | The NMU path is a continuous shared facility which is designed for all users. Discussions regarding the surface of NMU paths have been held with Cambridgeshire County Council and they are keen to keep a loose surface due to horse riders using the route. The exact finish of the surface would be agreed at detailed design. |
| | NMU groups noted general support for proposed design changes. Also support the widths of the NMU path and the connections to the A14. | Support is duly noted. |
| | Request details of the construction material of the proposed new right of way into the field at Views Common as it may affect the consultee financially. | This access has been deleted from the scheme since the consultation drawings were published in April 2014. |
| | St John's College raised concerns regarding the nature and degree of usage of the NMU path, which could encourage fly tipping, motorbike use etc. Queries regarding the surface width of the path and what fencing will be provided. | Appropriate signage and security measures would be developed in the detailed design stage to discourage misuse. The access track will be 3.5m wide, enough for a single line of traffic. Passing points will be provided at safe locations to allow oncoming vehicles to pass. |

| Summary topic | What you said | Highways Agency response |
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| | Do not support the additional footpath shown on sheets 17-24 of the revised General Arrangement plans, as it would encroach on the consultee's land. | The proposed NMU routes are an essential part of the scheme to provide safe routes for all classes of roads user. The <i>Land Plans</i> and <i>Works Plans</i> show the land that is required to construct and operate the scheme. The <i>Statement of Reasons</i> provides an explanation of why the Highways Agency may require legal powers to compulsory purchase land. Land required has been informed by an environmental impact assessment and seeks to avoid sensitive resources and significant effects. |
| Property and land | J.J. Gallagher Limited note that the proposed scheme boundary passes through an area which has now been developed with properties. | The scheme would require the acquisition of small areas of land owned or occupied by J.J. Gallagher Limited at Orchard Park. Current information has not identified there to be any properties on the areas of land which would be acquired. Consultation with land interests would continue during detailed design. |
| | Widening of the road, resulting in residents using rear property accesses will take a considerable amount of garden space and leave unusable space at the front of the property. | The <i>Compulsory purchase and compensation booklet 4: compensation to residential owners and occupiers (2010)</i> provides guidance on making a claim and the rights for compensation. Compensation would be provided in accordance with the standard legal procedures. |
| | The new road will impact property values due to light, noise and air pollution. Adequate measures should be taken to avoid this and provide compensation. | The results of the environmental impact assessment, and proposed mitigation measures are reported in the <i>Environmental Statement</i> (in particular Chapters 8 (Air Quality), 10 (Landscape, which includes lighting) and 14 (Noise)). The <i>Compulsory purchase and compensation booklet 4: compensation to residential owners and occupiers (2010)</i> provides guidance on making a claim and the rights for compensation. Compensation would be provided in accordance with the standard legal procedures. |
| | St John's College and University of Cambridge raised concerns over proposed new balancing ponds which require additional land take. | The size and placement of the attenuation ponds and flood compensation areas have been designed to ensure that existing flooding conditions would not be adversely affected in relation to most water courses in the vicinity of the scheme (see Chapter 17 of the <i>Environmental Statement</i> for further information). Where land would be required, compensation would be provided in accordance with the standard legal procedures. |

| Summary topic | What you said | Highways Agency response |
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| | <p>Object to the excessive loss of land, in particular for the borrow pit. The loss of land would affect the viability of Oxholme Farm. The Highways Agency has no right to take land and should discuss this with landowners first.</p> | <p>The borrow pits are required as a source of earthworks material from which to construct the scheme proposals. The effect of the scheme on agricultural businesses is considered in chapter 16 of the <i>Environmental Statement (doc 6.1)</i> which concludes that the scheme would greatly reduce the viability of Oxholme farm as the holding would be divided diagonally in half, to the point it may no longer be viable. This is a major adverse effect.</p> <p>Loss of viability of farming operations would be a matter for either accommodation works, or compensation to be agreed during detailed design stages.</p> <p>The Highways Agency has engaged in dialogue with affected landowners and will continue this liaison through the detailed design and construction phases of the scheme.</p> |
| | <p>Trustees of the George Lenton Trust requested details of how borrow pits would be worked and restored, and how land would be acquired from landowners.</p> | <p>Restoration of the borrow pits is proposed as part of the scheme. Further detail on the proposed borrow pits is reported within Appendix 3.3 of the <i>Environmental Statement (doc 6.1)</i>, which provides background to the restoration design of the borrow pits. The restoration of the borrow pits follows two main objectives: restoration to agriculture where possible; or provision of quiet informal recreation such as walking and fishing and also for biodiversity with the balance determined by local factors.</p> <p>Where possible, possession of the sites required will be through negotiation.</p> |
| | <p>Concerns regarding how land will be acquired at Debden Farm, Top Farm and Lodge Farm for soil storage areas. Suggest a license is used.</p> | <p>The <i>Land Plans (doc 2.3)</i> and <i>Works Plans (doc 2.4)</i> show the land that is required to construct and operate the scheme. The <i>Statement of Reasons (doc 4.1)</i> provides an explanation of why the Highways Agency may require legal powers to compulsory purchase land. Compensation would be provided in accordance with the standard legal procedures. Where possible, possession of the sites required will be through negotiation.</p> |
| Safety | <p>The proposed exit from the new connecting road to the Hinchingsbrooke Park Road could be a hazard. A right hand turning would be advisable.</p> | <p>The signalised junction would include the facility to turn right.</p> |

| Summary topic | What you said | Highways Agency response |
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| Scheme scope | No comments received in relation to scheme scope. | |
| Traffic | The de-trunked A14 should be confined to a single lane in each direction, with speed restrictions. | The de-trunked road would become a local road under the control of Cambridgeshire County Council. Changes to the road would become a matter for them. |
| | Concerns regarding the proposed junction between Mill Common Road and the ring road, which will complicate traffic flow and result in a sharp manoeuvre to access the A14. Suggest that access could be provided from the existing Mill Common Road through an arch in the embankment close to the bridge. | The proposed junctions across the scheme, and specifically at Mill Common and the ring road, have been designed to meet the current <i>DMRB</i> standards and extensive traffic modelling studies have been undertaken in order to ensure that the proposed layouts would accommodate predicted traffic levels. The existing Mill Common Road is not of suitable standard to link between the de-trunked A14 and the ring road. |
| | Concerns regarding the width of the accommodation road and detailed design of the junction with Grange Farm to ensure sufficient capacity. | A new access road off Dry Drayton Road will be provided to replace the existing direct access off the A14 slip road. Junction details will be confirmed at the detailed design stage, but will be appropriate for the intended usage. |
| | At the Brampton Road junction, traffic must not be permitted to cross in either direction between the Link Road and Edison Bell Way, or this will become a rat run. | The proposed Mill Common link is designed to provide better access into Huntingdon town centre from Godmanchester, and as such straight ahead movements at the Brampton Road junction are necessary. |
| Other | No comments received in relation to other matters. | |

20.3 River Great Ouse crossing design change

- 20.3.1 In November 2014, an additional design change was introduced in response to the Environment Agency's new flood risk model for the River Great Ouse, which was used to re-assess the proposals for the Huntingdon Southern Bypass where it crosses the Ouse valley.
- 20.3.2 The design presented at the statutory pre-application consultation stage in April 2014 included an eight-span road viaduct of approximately 475 metres in length across the river Great Ouse, a single-span bridge over the East Coast Mainline railway, and an earth embankment joining the two structures.
- 20.3.3 The new design comprises a 540 metres road viaduct over the Great Ouse and a second road viaduct to the east of this which is approximately 265 metres in length. These two structures will be joined by a short length of embankment. The single-span bridge over the East Coast Mainline railway remains as originally proposed.
- 20.3.4 Engineering assessment by members of the project team of the proposed change established that there was no change to the land take required or to the physical envelope generally (including vertical elevations) of the previously proposed design. Assessment of environmental effects of the change in design by members of the project environmental team established that there was no material adverse change in environmental effects as a result of the change, indeed there is a significant beneficial change as it would have significantly less impact on the flood plain of the river Great Ouse and addresses the concerns raised by the Environment Agency (see Chapter 4 of the *Environmental Statement (document reference 6.1)* for further details).
- 20.3.5 This design change is therefore not of a significance that would result in the "proposed application" originally consulted upon no longer being the "proposed application". There is therefore no statutory obligation to carry out further consultation on the change. Again this position is wholly supported by the tests in the Guidance (referred to at paragraph 20.1.3 above) in that the change does not result in the proposals changing "very substantially", "to such a large degree that what is being taken forward is fundamentally different from what was consulted on" or "to such a degree that the proposals could be considered a new application".
- 20.3.6 Nevertheless, an information exercise was undertaken in order to notify relevant consultees of the change and aid their understanding of the change.
- 20.3.7 Relevant local authorities and residents within the four parishes (Godmanchester, Brampton, Buckden and the Offords) were notified of the proposed design change by letter. Information on the design change including a drawing and indicative photomontages were enclosed with the letter and are provided in appendix F.

20.3.8 Four drop-in events were held between 11 and 18 December 2014 to allow members of the public to discuss the design change with members of the design team, as listed below.

- Thursday 11 December – Godmanchester
- Monday 15 December – Brampton
- Thursday 18 December – Buckden
- Thursday 18 December – The Offords

20.3.9 As this was an information-only exercise, no comments have been recorded for the purpose of the Consultation Report on this design change.

Glossary

| Term or abbreviation | Definition |
|-----------------------|--|
| AADT | Annual Average Daily Traffic |
| AEP | Annual exceedance probability |
| AFN | Affected road network |
| AIES | Assessment of implications on European sites |
| AONB | Area of outstanding natural beauty |
| AQMA | Air Quality Management Area |
| Asymmetrical Widening | Approach to widening an existing road. Generally, construction of a new carriageway adjacent to an existing carriageway in one direction, with additional capacity then added to an existing carriageway in the other direction. |
| AURN | Automatic Urban and Rural Network |
| BAP | Biodiversity Action Plan |
| BCR | Benefit-cost ratio |
| Borrow pit | An area where material (usually soil, gravel or sand) has been dug for use at another location, for example as part of the scheme embankments. |
| CEMP | Construction Environmental Management Plan |
| CGB | Cambridge Guided Busway |
| CHARM | Cambridge to Huntingdon A14 Road Model |
| CHUMMS | Cambridge to Huntingdon Multi-Modal Study |
| CNB | Cambridge Northern Bypass |
| CNFE | Cambridge Northern Fringe East |
| CoCP | Code of Construction Practice |
| CoP | Code of Practice |
| CPRE | Campaign to Protect Rural England |
| CSRM | Cambridge Sub-Regional Model |
| Cumulative effects | Effects upon the environment that result from the incremental impact of an action when added to other past, present or reasonably foreseeable actions. Each impact by itself may not be significant, but can become a significant effect when combined with other impacts. |
| CWS | County Wildlife Site |
| DaSTS | Delivering a Sustainable Transport System (DfT) |

| Term or abbreviation | Definition |
|-------------------------|--|
| Db | Decibel. The ratio of sound pressures which we can hear is a ratio of 10 ⁶ :1 (one million:one). For convenience, therefore, a logarithmic measurement scale is used. The resulting parameter is called the 'sound pressure level' (L _p) and the associated measurement unit is the decibel (Db). As the decibel is a logarithmic ratio, the laws of logarithmic addition and subtraction apply. |
| Db(A) | The unit used to define a weighted sound pressure level, which correlates well with the subjective response to sound. The 'A' weighting follows the frequency response of the human ear, which is less sensitive to low and very high frequencies than it is to those in the range 500Hz to 4kHz. In some statistical descriptors the 'A' weighting forms part of a subscript, such as LA10, LA90, and LAeq for the 'A' weighted equivalent continuous noise level. |
| DCLG | Department for Communities and Local Government |
| DCO | Development Consent Order |
| Defra | Department for the Environment, Food and Rural Affairs. |
| De-trunking | The removal of trunk road status and transferral of responsibility for the road to the local highway authority rather than the Highways Agency (in England). |
| DfT | Department for Transport |
| DMRB | Design Manual for Roads and Bridges |
| DwPA | Drinking water Protected Area |
| EA | Environment Agency |
| EERM | East of England Regional Model |
| EIA | Environmental impact assessment. A process by which information about environmental effects of a proposed development is collected, assessed and used to inform decision-making. For certain projects, EIA is a statutory requirement. |
| END | Environmental Noise Directive |
| Environmental effect | The consequence of an action (impact) upon the environment such as the decline of a breeding bird population as a result of the removal of hedgerows and trees. |
| Environmental impact | The change in the environment from a development such as the removal of a hedgerow. |
| Environmental Statement | A document produced in accordance with the EIA Directive as transported into UK law by the EIA Regulations to report the results of an EIA. |
| ES | Environmental Statement |

| Term or abbreviation | Definition |
|----------------------|---|
| EU | European Union |
| HA | Highways Agency |
| HAIL | Highways Agency Information Line |
| HAWRAT | Highways Agency Water Risk Assessment Tool |
| HCA | Homes and Communities Agency |
| HGV | Heavy Goods Vehicle |
| HSB | Huntingdon Southern Bypass |
| HSE | Health and Safety Executive |
| Hydrogeology | The term used to describe the part of geology that deals with groundwater distribution and movement in the soil and rocks of the Earth's crust. |
| Hydrology | The study of water movement through the environment which also seeks to predict the behaviour of water bodies under various circumstances. |
| IA | Important Area |
| IDB | Internal Drainage Board |
| IRZ | Impact Risk Zone |
| ITS | Intelligent Transport System: The term used to describe information and communication technologies aimed at making road users better informed and make safer, more co-ordinated and 'smarter' use of road networks. |
| KS | Key stakeholder |
| LCV | Light commercial vehicle? |
| LEP | Local Enterprise Partnerships |
| L VIA | Landscape and Visual Impact Assessment |
| Magnitude | The scale, size or degree of change (impact) to the environment from an action upon it. |
| Mitigation | The action of reducing the severity and magnitude of change (impact) to the environment. Measures to avoid, reduce, remedy or compensate for significant adverse effects. |
| MMP | Materials Management Plan |
| mph | Miles per hour |
| N/A or n/a | Not applicable or not available |
| NE | Natural England |
| NIAB | National Institute for Agricultural Biology |

| Term or abbreviation | Definition |
|----------------------|---|
| NMU | Non-motorised user: a term to describe users of the highway such as pedestrians, cyclists or horse riders, who do not travel by motorised vehicles. |
| NO ₂ | Nitrogen Dioxide |
| NO _x | Oxides of Nitrogen |
| NPPF | National Planning Policy Framework |
| NSIP | Nationally Significant Infrastructure Project |
| NTEM | National Trip End Model (NTEM version 6.2, January 2013) |
| OED | Outline Environmental Drawings |
| PEIR | Preliminary Environmental Impact Report |
| PINS | Planning Inspectorate |
| PM ₁₀ | Particulate Matter with a diameter of 10 micrometres or less |
| PM _{2.5} | Particulate Matter with a diameter of 2.5 micrometres or less |
| POPE | Post Opening Project Evaluations |
| Potential effect | The predicted consequential change may occur upon the environment as a result of a development, in the absence of mitigation. |
| PRoW | Public Right of Way |
| Receptor | A defined individual environmental feature usually associated with population, fauna and flora that has potential to receive an impact or impacts from a development. |
| Residual effect | The predicted consequential change on the environment from the impacts of a development after mitigation. |
| RIGS | Regionally Important Geological/Geomorphological Site |
| S42(1)(a) | Section 42(1)(a) consultees: prescribed consultees |
| S42(1)(b) | Section 42(1)(b) consultees: local authorities |
| S42(1)(d) | Section 42(1)(d) consultees: land interests |
| S47 | Section 47 consultees: local communities and key stakeholders |
| SAC | Special Area of Conservation |
| Significance | A measure of the importance or gravity of the environmental effect, defined by significance criteria specific to the environmental topic. |
| SMS | Soil management strategy |
| SoCC | Statement of Community Consultation |
| SPA | Special Protection Area |
| SSSI | Site of Special Scientific Interest |

| Term or abbreviation | Definition |
|----------------------|--|
| SuDS | Sustainable drainage system |
| SWMP | Site Waste Management Plan |
| TEN-T | Trans-European Network - Transport |
| The Agency | The Highways Agency |
| The scheme | The A14 Cambridge to Huntingdon improvement scheme |
| TMWG | Traffic Management Working Group (TMWG) |
| TPO | Tree Preservation Order |
| TSRGD | Traffic Signs Regulations and General Directions |
| WebTAG | Web-based Transport Analysis Guidance from DfT |
| WFD | Water Framework Directive |
| WGAS | Wood Green Animal Shelter |
| WRAP | Waste and Resources Action Programme |

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