

A428 Black Cat to Caxton Gibbet improvements

TR010044

Volume 6

5.1 Consultation Report

Section 37(3)(c) of the Planning Act 2008

Regulation 5(2)(q) of the Infrastructure Planning (Applications:
Prescribed Forms and Procedure) Regulations 2009

26 February 2021

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning
(Applications: Prescribed Forms and
Procedure) Regulations 2009**

**A428 Black Cat to Caxton Gibbet
improvements**
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Consultation Report

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1 Introduction

1.1 Purpose of this document

- 1.1.1 This Consultation Report relates to the A428 Black Cat to Caxton Gibbet improvements scheme (the Scheme). In seeking the legal powers to construct, operate and maintain the Scheme, Highways England (the Applicant) is making an application for a Development Consent Order (DCO) to the Secretary of State for Transport.
- 1.1.2 The Planning Act 2008 (PA 2008) requires Highways England to undertake consultation on the Scheme before submitting its DCO application. S37(3)(c) of the PA 2008 requires the Applicant to submit a consultation report as part of its application.
- 1.1.3 This Consultation Report sets out Highways England's approach to stakeholder engagement and public consultation on the Scheme and explains how Highways England has complied with the pre-application consultation requirements set out in the PA 2008, the Infrastructure Planning (Application: Prescribed Forms and Procedure) Regulations 2009 (the APFP Regulations) and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations). As such, it provides:
- a. An overview of the activities undertaken during the:
 - i. initial non-statutory consultation between 6 March 2017 and 23 April 2017 (Chapter 2)
 - ii. formal statutory consultation between 3 June 2019 and 28 July 2019 (including the consideration of a late response from one consultee) (Chapters 3 to 5)
 - iii. supplementary consultation between 24 June 2020 and 28 July 2020 (Chapters 6 to 8)
 - iv. additional consultations (which collectively took place between 19 September 2020 and 18 December 2020 as detailed in Chapters 9 to 11)
 - b. Specific details of the activities undertaken to comply with the requirements of the PA 2008, relevant secondary legislation and policies, guidance and advice published by Government and the Planning Inspectorate
 - c. A summary of the responses to the consultations from the initial non-statutory consultation in 2017 on route and Black Cat roundabout options to more detailed presentation of the feedback received on the 2019 statutory consultation and subsequent consultations
 - d. Details of the regard given to all consultation responses, including how the development of the Scheme has been influenced by information contained in responses, how responses have been addressed, any changes made to address responses and an explanation as to why responses suggesting changes to the Scheme have not been taken forward where this is the case
 - e. A summary of all supporting stakeholder engagement undertaken throughout the pre-application stage of the Scheme.

1.1.4 Copies of consultation documents, notices and materials produced to support the assessment of statutory compliance under s55 of the PA 2008 for the statutory consultation and to support the non-statutory and supplementary consultations are included in a series of appendices to this report.

1.1.5 Section 1.6 provides a guide to the structure of this report.

1.2 The applicant: Highways England

1.2.1 Highways England is the government company charged with operating, maintaining and improving England's motorways and major A-roads. This is often referred to as the strategic road network (SRN). Formerly the Highways Agency, Highways England became a government company in April 2015.

1.2.2 The strategic road network totals around 4,300 miles (6,920km). It is the most heavily used part of the national road network, carrying a third of all traffic and two-thirds of all freight.

1.2.3 Highways England's ambition is to ensure all customers have safer, smoother and more reliable journeys. Highways England is delivering £27.4 billion of investment in the strategic road network between 2020 – 2025 as described in the Government's Road Investment Strategy 2 (RIS2). The RIS2 includes a commitment to fund improvements to the Black Cat roundabout where the A1 currently meets the A421. It also seeks to improve the route between the A421 to Milton Keynes with the existing dual carriageway section of the A428 to Cambridge. More information regarding RIS2 can be found in the Case for the Scheme submitted as part of this application [TR010044/APP/7.1].

1.2.4 Highways England has extensive experience in undertaking pre-application consultation on highway schemes across England. It has recognised the importance of effective engagement and consultation in developing this Scheme, as well as the need for discussions to start at an early stage and continue throughout the Scheme's evolution. This approach has enabled Highways England to fully consider matters identified by those directly affected, or with an interest in the proposals, throughout the development of the Scheme.

1.2.5 From the outset, Highways England's approach to engagement has been based on the following principles:

- a. Early and ongoing engagement to inform and influence scheme development.
- b. Seeking an appropriate level of feedback at each development stage in an iterative process and ensuring that comments received were taken into consideration.
- c. Building long-term relationships with stakeholders throughout the development stages of the scheme to better understand their views.
- d. Where possible and practicable, ensuring concerns were addressed.
- e. Ensuring appropriate statutory consultation was undertaken in accordance with requirements of the PA 2008 and associated regulations, guidance and advice.

1.3 The Scheme

Context

- 1.3.1 The existing A428 near St Neots and Caxton Gibbet is the only remaining stretch of single carriageway between the two key economic hubs of Milton Keynes and Cambridge. The A428 provides a vital link between the M1 and the M11, connecting the communities of Bedford, St Neots, Cambridge and Cambourne. The A428 is an important route in an area of the country where there is considerable planned growth in housing and employment.

Scheme objectives

- 1.3.2 The Scheme's objectives are:

Connectivity: Cut congestion and increase capacity and journey time reliability between Milton Keynes and Cambridge.

Safety: Improve safety at junctions, side roads and private accesses by reducing traffic flows on the existing A428. Improve safety on the A1 by removing existing side road junctions and private accesses onto the carriageway.

Economic growth: Enable growth by improving connections between people and jobs and supporting new development projects.

Environmental improvements: Maintain existing levels of biodiversity and have a beneficial impact on air quality and noise levels in the surrounding area.

Accessibility: Ensure the safety of cyclists, walkers, horse riders and those who use public transport by improving the routes and connections between communities.

Resilience: Improve the reliability of the road network so that it can cope better when accidents occur.

Customer satisfaction: Listen to what is important to our customers to deliver a better road for everyone and improve customer satisfaction.

Scheme description

- 1.3.3 The purpose of the Scheme is to address the problems of congestion, poor journey time reliability and poor resilience against incidents between the Black Cat and Caxton Gibbet roundabouts. The Scheme seeks to address these problems through construction of a new 10 mile (16km) dual 2-lane carriageway from the Black Cat roundabout to Caxton Gibbet roundabout, to be known as the A421 (hereafter referred to as the 'new dual carriageway') and in addition approximately 1.8 miles (3km) of tie-in works shown in schematic form in **Figure 1-1**.

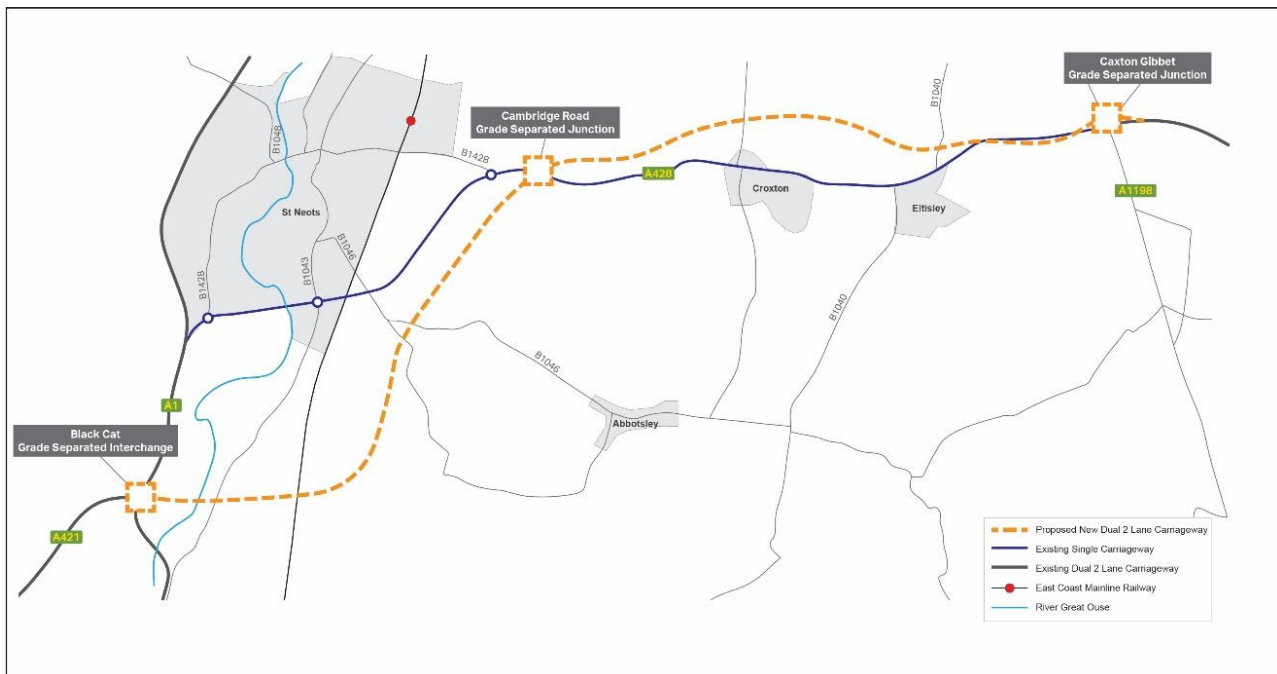


Figure 1-1: The Scheme

1.3.4 The Scheme includes the following components:

- a. A new three-level grade separated junction at Black Cat roundabout, with the A1 at the lower level, the new dual carriageway on the upper level and a roundabout between the two at approximately existing ground level. In addition to slip roads, a new free flowing link between the A421 eastbound carriageway and the A1 northbound carriageway will also be provided.
- b. A new grade separated all movements junction will be constructed to the east of the existing Cambridge Road roundabout to provide access to the new dual carriageway and maintain access to the existing A428.
- c. At the Caxton Gibbet roundabout, a new grade separated all movements junction will be constructed, incorporating the existing roundabout on the south side of the new dual carriageway and a new roundabout on the north side. The new dual carriageway will then tie-in to the existing A428 dual carriageway to the east of the new Caxton Gibbet junction.
- d. In the vicinity of the new Black Cat junction, direct access onto the A1 from some local side roads and private premises will be closed for safety reasons. A new local road will provide an alternative route. The existing Roxton Road bridge will be demolished and replaced with a new structure to the west to accommodate the realigned A421.
- e. New crossings will be constructed to enable the new dual carriageway to cross the River Great Ouse, East Coast Main Line railway, Barford Road, the B1046/Potton Road, Toseland Road and the existing A428 at Eltisley.
- f. The existing A428 between St Neots and Caxton Gibbet will be de-trunked and retained for local traffic and public transport with operational and maintenance responsibilities transferred to the local highway authorities.

- g. An alternative access will be provided to side roads at Chawston, Wyboston and Eltisley.
- h. There will be safer routes for walkers, cyclists and horse riders.

- 1.3.5 A detailed description of the Scheme is set out in Chapter 2 of the Environmental Statement **[TR010044/APP/6.1]**.
- 1.3.6 Full details of the Scheme proposals put forward for statutory consultation can be found in the Scheme's statutory consultation booklet entitled *A428 Black Cat to Caxton Gibbet improvements, Have your say - Public consultation June 2019* and via the Scheme web pages¹. More information is provided in Chapter 3.

1.4 Compliance with regulatory requirements

- 1.4.1 The Scheme is defined as a Nationally Significant Infrastructure Project (NSIP) under s14(1)(h) and s22 of the PA 2008. The Scheme also includes the diversion of a high-pressure gas pipeline (Work No. 51) (HP Gas Pipeline) which will be treated as an NSIP if it meets the thresholds as set out in section 20 of the PA 2008.
- 1.4.2 The statutory pre-application consultation for the Scheme and the development of this report have been carried out in accordance with the requirements of the PA 2008, the APFP Regulations and the EIA Regulations. The initial non-statutory and additional targeted consultation were also undertaken having regard to the principles set out in these regulations.
- 1.4.3 In undertaking consultation Highways England has also taken into consideration the following guidance:
 - a. Department for Communities and Local Government (DCLG) – Planning Act 2008: *Guidance on the pre-application process* (March 2015) (the DCLG guidance)
 - b. The Planning Inspectorate, *Advice Note Three: EIA Notification and Consultation*, Version 7 (August 2017)
 - c. The Planning Inspectorate, *Advice Note 8.1: Responding to the developer's pre-application consultation*, Version 2 (December 2016)
 - d. The Planning Inspectorate, *Advice Note Fourteen: Compiling the Consultation Report*, Version 2 (April 2012)
- 1.4.4 S55 of the PA 2008 sets out the criteria used by the Planning Inspectorate to decide if an application is of a satisfactory standard to be accepted for examination. The s55 checklist can be found at **[TR010044/APP/1.1]**.
- 1.4.5 A compliance checklist is included at Appendix A which outlines compliance with the requirements of the PA 2008, the EIA Regulations and the APFP Regulations, and relevant advice and guidance published by the Planning Inspectorate and the UK Government.

¹ <https://www.highwaysengland.co.uk/a428>

1.5 Summary of consultation activities

1.5.1 **Table 1-1** provides an overview of the main consultation activities undertaken for the Scheme and reference to where further details can be found in this report.

Table 1-1: Summary of consultation activities

Activity	Start date	End date	Where presented in this document
Non-statutory consultation <i>6 March 2017 – 23 April 2017</i>			
Non-statutory public consultation on route and Black Cat roundabout options (7 weeks)	6 March 2017	23 April 2017	Chapter 2 (section 2.3)
Consultation material available at information points	6 March 2017	23 April 2017	Chapter 2 (section 2.3)
Ongoing route refinement supported by engagement with stakeholders, including: landowners and those with interests in land as well as statutory bodies	23 April 2017	18 February 2019	Chapter 2 (paragraphs 2.3.22 to 2.3.27); Chapter 3 (paragraph 3.2.4); Chapter 12 (section 12.2)
Preferred route announcement (PRA)	18 February 2019	NA	Chapter 2 (section 2.4)
Informal consultation on the draft SoCC with: Bedford Borough Council, Cambridge City Council, Cambridgeshire County Council, Central Bedfordshire Council, Huntingdonshire District Council, and South Cambridgeshire District Council	4 February 2019	18 February 2019	Chapter 3 (section 3.4)
Statutory consultation <i>3 June 2019 – 28 July 2019</i>			
Statutory consultation on updated draft SoCC with: Bedford Borough Council, Cambridge City Council, Cambridgeshire County Council, Central Bedfordshire Council, Huntingdonshire District Council, South Cambridgeshire District Council and the addition of Milton Keynes Council	12 March 2019	10 April 2019	Chapter 3 (section 3.4)
Notification of consultation delivered to the Secretary of State (Planning Inspectorate) pursuant to s46 of PA 2008	30 May 2019	N/A	Chapter 3 (section 3.6)

Activity		Start date	End date	Where presented in this document
Letters issued to consultees under s42 of PA 2008 and Regulation 13 of the EIA Regulations notifying of consultation Some of these letters were returned to sender. Where alternative contact details were available, the consultation letter and relevant materials was reissued providing 28 days or more for a representation.		31 May 2019	N/A	Chapter 3 (section 3.5)
SoCC published online and available via the Scheme web pages		3 June 2019	N/A	Chapter 3 (section 3.4)
First s47 notices published:	Cambridge News	3 June 2019	N/A	Chapter 3 (section 3.4 and 3.7)
	The Hunts Post	5 June 2019	N/A	
	Bedford Times & Citizen	6 June 2019	N/A	
First s48 notices published:	The London Gazette, Cambridge News	3 June 2019	N/A	Chapter 3 (section 3.8)
	The Guardian, The Times, The Hunts Post	5 June 2019	N/A	
	Bedford Times & Citizen	6 June 2019	N/A	
Consultation postcard sent to s47 consultees All postcards were sent to provide s47 consultees with 28 days or more to respond to the consultation, upon receipt.		4-6 June 2019	N/A	Chapter 3 (section 3.7)
Second s48 notices published:	Cambridge News	10 June 2019	N/A	Chapter 3 (section 3.8)
	The Hunts Post	12 June 2019	N/A	
	Bedford Times & Citizen	13 June 2019	N/A	
Statutory public consultation period (8 weeks)		3 June 2019	28 July 2019	Chapter 3 (section 3.3)

Activity	Start date	End date	Where presented in this document
Consultation material available at deposit locations	3 June 2019	28 July 2019	Chapter 3 (section 3.7)
Public consultation events (took place between:)	13 June 2019	18 July 2019	Chapter 3 (section 3.7)
Supplementary consultation (24 June 2020 – 28 July 2020)			
Supplementary public consultation period (5 weeks)	24 June 2020	28 July 2020	Chapter 6 (section 6.4)
Virtual consultation room	24 June 2020	Information remains live	Chapter 6 (section 6.10)
Telephone sessions (took place between:)	29 June 2020	13 July 2020	Chapter 6 (section 6.12)
Online webchat sessions (took place between:)	2 July 2020	16 July 2020	Chapter 6 (section 6.12)
Additional consultations (19 September 2020 – 18 December 2020)			
Newly identified land interest consultation (after the supplementary consultation period)	19 September 2020	2 November 2020	Chapter 9
Land interest additional consultation	5 October 2020	2 November 2020	Chapter 10
High Pressure Gas Pipeline diversion consultation	11 November 2020	18 December 2020	Chapter 11
Ongoing stakeholder engagement			
Technical Working Groups (TWGs)	Established July/August 2016	Ongoing meetings quarterly or as required	Chapter 3 (section 3.10)
Community Forums	Established July/August 2016	Ongoing meetings quarterly or as required	Chapter 3 (section 3.10)
Ongoing engagement with land interests	As required throughout the development of the Scheme	Ongoing	Chapter 12 (section 12.3)

1.6 Structure of the report

- 1.6.1 The structure of this report is set out as follows.

Chapter 2: Engagement and non-statutory consultation during development of the Scheme

- 1.6.2 Chapter 2 provides a summary of the non-statutory consultation and engagement activities undertaken to support Scheme development in the lead-up to statutory consultation.

- 1.6.3 The chapter includes a summary of engagement relating to the options appraisal process, the initial non-statutory consultation carried out in March and April 2017 informing the choice of preferred route, and engagement related to the announcement of the preferred route in February 2019.

Chapter 3: Statutory consultation and consultation with statutory bodies under the EIA Regulations

- 1.6.4 Chapter 3 describes how the statutory pre-application consultation was delivered in summer 2019 in relation to the requirements of sections 42, 46, 47 and 48 of the PA 2008 and relevant sections of the APFP Regulations and the EIA Regulations. The chapter provides details on the consultation planning, including the production of the Statement of Community Consultation, when consultation activities took place, with whom and the approaches used.

- 1.6.5 Details of how Highways England carried out consultation in accordance with the requirements of the EIA Regulations are also provided. This includes details of the request for a Scoping Opinion [TR010044/APP/6.5] and the preparation of a Preliminary Environmental Information Report (PEI Report) to support the statutory consultation.

Chapter 4: Summary of responses to the statutory consultation

- 1.6.6 Chapter 4 provides a quantitative and qualitative summary of the responses received to the statutory consultation; describes the methodology used for their analysis and identifies the main themes arising from the feedback received.

- 1.6.7 The chapter also contains an overview of the key comments arising and a summary of responses received from prescribed and selected non-prescribed bodies and organisations, presented by consultee strand.

Chapter 5: How Highways England has had regard to the matters raised in the responses to the statutory consultation

- 1.6.8 Chapter 5 presents the matters arising from the statutory consultation by theme and how Highways England has had regard to these comments in accordance with s49 of the PA 2008 (also see Appendix U). The chapter also provides a summary of changes made to the Scheme as a result of the statutory consultation.

Chapter 6: Supplementary consultation

- 1.6.9 Chapter 6 describes the supplementary consultation undertaken in summer 2020 on changes which had been made to the Scheme following the statutory consultation in June and July 2019.

- 1.6.10 The chapter provides an explanation of why the supplementary consultation was undertaken, who was consulted, what was consulted on, and when consultation activities took place, including the approaches used during the COVID-19 pandemic.

Chapter 7: Summary of responses to the supplementary consultation

- 1.6.11 Chapter 7 sets out the methodology Highways England has used to analyse the qualitative responses received during the supplementary consultation in addition to summarising the key comments arising.
- 1.6.12 The chapter also contains a statistical summary of responses to the consultation and summarises the comments received from prescribed and selected non-prescribed bodies and organisations.

Chapter 8: How Highways England has had regard to the matters raised in the responses to the supplementary consultation

- 1.6.13 Chapter 8 presents the matters arising from the supplementary consultation by theme and how Highways England has had regard to these comments in accordance with s49 of the PA 2008 (also see Part 1 of Appendix V). The chapter also provides a summary of changes made to the Scheme as a result of the supplementary consultation.

Chapter 9: Newly identified land interest consultation (after the supplementary consultation period)

- 1.6.14 Chapter 9 outlines how Highways England consulted new land interests considered to have an interest in the Scheme, who had not been contacted previously, and who were identified following the conclusion of the formal supplementary consultation period in summer 2020. No responses were received to this consultation.

Chapter 10: Land interest additional consultation

- 1.6.15 Chapter 10 explains how, following the supplementary consultation in summer 2020, further engagement with affected parties, and the progression of the Scheme design, a number of changes were made to the Scheme. Some of these changes represented new or different impacts for the affected land interests compared to those presented during the supplementary consultation and as a result, required Highways England to undertake what is referred to in the context of this report as 'land interest additional consultation'.
- 1.6.16 The chapter summaries how Highways England consulted these parties, and when; the statistical summary of responses received; and a summary of the comments provided in response to the land interest additional consultation.
- 1.6.17 How Highways England has had regard to the comments received to this consultation is included in Part 2 of Appendix V.

Chapter 11: High Pressure Gas Pipeline diversion consultation

- 1.6.18 Chapter 11 details Highways England's consultation in November and December 2020 on the diversion of a high-pressure gas pipeline (Work No. 51) (HP Gas Pipeline) which will be treated as a Nationally Significant Infrastructure Project (NSIP) if it meets the thresholds as set out in section 20 of the PA 2008, when constructed.

1.6.19 The chapter provides an explanation of why this consultation was undertaken, who was consulted, what was consulted on, the approaches used, and the feedback received from affected s42(1)(a) and (d) consultees.

1.6.20 How Highways England has had regard to the comments received to this consultation is included in Part 3 of Appendix V.

Chapter 12: Conclusion

1.6.21 Chapter 12 summarises the principal conclusions reached following the completion of all aforementioned pre-application consultations. It sets out how Highways England has carried out comprehensive pre-application statutory consultation on the Scheme in compliance with the requirements of certain regulations.

1.6.22 The chapter also includes a summary of technical engagement with the relevant local authorities since the route and Black Cat roundabout options consultation in early 2017, in addition to engagement undertaken with affected land interests engagement throughout the development of the Scheme.

2 Engagement and non-statutory consultation during development of the Scheme

2.1 Structure of chapter

- 2.1.1 This chapter provides a summary of the non-statutory consultation and engagement activities undertaken to support Scheme development in the lead-up to statutory consultation. It includes a summary of the:
- Engagement to support the options appraisal process.
 - Non-statutory consultation on route options and options for the black cat roundabout carried out between 6 March 2017 and 23 April 2017.
 - Engagement related to the announcement of the preferred route on 18 February 2019.
 - Subsequent engagement informing the detailed development of the preferred route up to the stage when statutory consultation was carried out on the Scheme.

2.2 Engagement during options identification and appraisal

- 2.2.1 During 2016, Highways England undertook a detailed review of a full range of options for improving the route between the Black Cat and Caxton Gibbet roundabouts. A total of 50 options were identified including improvements to the existing A428, the construction of a new road and junctions, public transport improvements and improvements for walkers, cyclists and horse riders, either alone or in combination. Each of these options was assessed using a two-stage sifting tool to evaluate their performance against the identified problems, the route objectives, deliverability and feasibility. Following assessment, a total of 16 options were taken forward for further evaluation, these being solutions that were likely to be feasible and deliverable. The 16 options were assessed to evaluate the strategic, economic, management, financial and commercial cases of each. The outcomes of this assessment identified eight options that warranted further consideration. The eight shortlisted options were then assessed against criteria relating to: strategic fit; value for money; financial and delivery. Following assessment against a number of criteria including environment, safety, constructability and accessibility, three final options were identified as the best performing route options as they would meet the majority of the Scheme objectives and would provide the most significant benefits with the lowest potential environmental impact. It was concluded that these three route options should be taken forward for further development and assessment. This process was used to shortlist potential route options which were then subject to a more detailed appraisal to identify the proposals taken forward to non-statutory consultation in early 2017. Full details of the options can be found in the Options Assessment report at Appendix B1.

- 2.2.2 In 2016, a series of forums were established with a range of stakeholders to provide an overview of the Scheme and any relevant updates. The aim was to bring together stakeholders and community representatives with a shared interest. The membership of the forums was as follows:
- a. Members forum – Members of Parliament, council members and officers from Bedford Borough Council, Cambridgeshire County Council, Central Bedfordshire Council, Huntingdonshire District Council and South Cambridgeshire District Council.
 - b. Bedford Community forum – parish council representatives and ward councillors from Bedfordshire.
 - c. St Neots Community forum – parish council representatives and ward councillors from St Neots and surrounding villages in Bedfordshire/Cambridgeshire.
 - d. Cambourne Community forum – parish council representatives and ward councillors from Cambourne and surrounding villages in Cambridgeshire.
 - e. Environmental forum – local authorities, and local and national environment groups.
 - f. Economics forum – local authorities, Chamber of Commerce, local enterprise partnership and local business interests.
 - g. Strategic Road Users – representatives from professional hauliers, such as Road Haulage Association.
 - h. Non-motorised user group².
- 2.2.3 As well as the initial meetings of the forums which were held in July and August 2016, a further forum was held in November 2016 prior to the non-statutory consultation between 6 March 2017 and 23 April 2017.
- 2.2.4 The aforementioned forums are still in place, albeit in a new structure (as explained in more detail in section 3.10 of Chapter 3). Membership is not fixed and has since been updated, along with the names of these stakeholder groups, as the Scheme has progressed. See Appendix M1 for an overview of the Technical Working Groups (TWGs) and Community Forums which have been established for the Scheme, including their reporting structure, the invitees and purpose of the respective groups and the principal areas of discussion.
- 2.2.5 Stakeholder engagement in the early stages of the Scheme, involved meetings and workshops to discuss technical matters (such as facilities for non-motorised users) as well as ad-hoc meetings with organisations, parishes and elected members who requested further discussions. This continued during the non-statutory route and Black Cat roundabout options consultation period. Conversations focussed on existing congestion, rat-running, delivery timescales and the advantages and disadvantages of the route options.

² This stakeholder group was not referenced in Highways England's *Report on public consultation, February 2019* (Appendix B16) but met in November 2016 for a workshop on equestrian, cycle and pedestrian issues.

- 2.2.6 A Highways and Planning TWG (comprising representatives from the relevant local authorities³) was established in summer 2017 to facilitate ongoing discussion on specific aspects of the Scheme's development. Highways England shared its methodology for appraising potential route options with this TWG and provided further information on the early scheme optioneering. Also discussed during this meeting were consultation, surveys, design process, public rights of way, de-trunking and sharing data with the TWG. Details about subsequent meetings with the Highways and Planning TWG are included at the beginning of Appendix M1.
- 2.2.7 The route and Black Cat roundabout options identified via the options appraisal process that were taken forward for consultation are set out in section 2.3.

2.3 Non-statutory consultation on route and Black Cat roundabout options (6 March 2017 to 23 April 2017)

Introduction

- 2.3.1 Highways England undertook a non-statutory consultation between 6 March 2017 and 23 April 2017 to understand the views of statutory bodies, the wider public and other interested parties on the route and Black Cat roundabout options identified via the options appraisal process. The responses to the non-statutory consultation informed the choice of the preferred route (see section 2.5).
- 2.3.2 The three route options put forward for the non-statutory consultation are set out in paragraph 2.3.4 and **Figure 2-1**. The three options for the Black Cat roundabout are set out in paragraph 2.3.5 and **Figures 2-2, 2-3 and 2-4**.
- 2.3.3 Although non-statutory in nature, the consultation in early 2017 was conducted having regard to the principles of pre-application statutory consultation set out in the PA 2008. Highways England identified statutory bodies and those parties potentially directly affected or likely to be interested and invited them to provide feedback on the Scheme proposals.

What Highways England consulted on: the Scheme proposals for early 2017 non-statutory consultation

- 2.3.4 The three route options put forward for the non-statutory consultation between 6 March 2017 and 23 April 2017 are illustrated in **Figure 2-1**, with the main features being:
- a. A new dual carriageway (Orange, Purple and Pink).
 - b. An upgraded junction at Black Cat roundabout to improve connections between the A1, A421 and the new dual carriageway.

³ Relevant local authorities for the Scheme are: Bedford Borough Council, Cambridge City Council, Cambridgeshire County Council, Central Bedfordshire Council, Huntingdonshire District Council and South Cambridgeshire District Council.

- c. A new junction at Cambridge Road to link to the existing A428 and Cambridge Road/B1428.
- d. An improved junction at Caxton Gibbet connecting the existing A428 and the A1198.

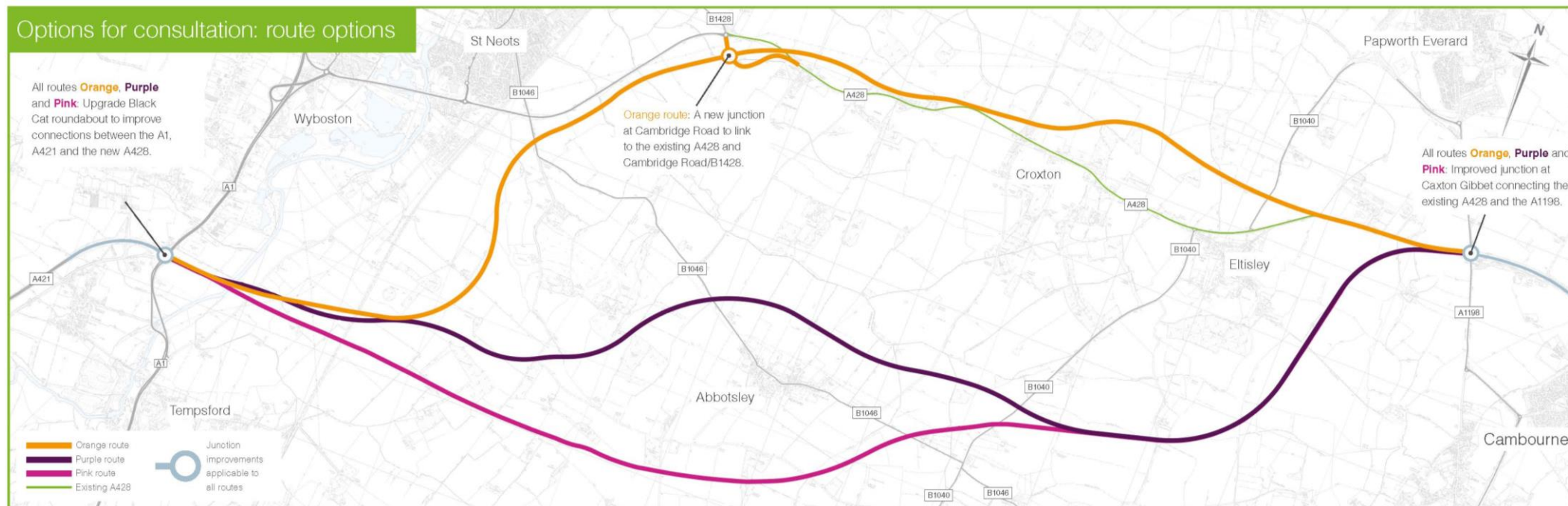


Figure 2-1: Route option proposals taken forward for non-statutory consultation between 6 March 2017 and 23 April 2017

- 2.3.5 As a key part of the Scheme is to improve the existing Black Cat roundabout, three options were also put forward for consultation which involved either a wholly or partly new junction which accommodates all traffic movements between and on the A421/A1. The options (as illustrated in **Figures 2-2, 2-3 and 2-4**) included:
- a. Option A – a three-tiered roundabout, removing the current Black Cat roundabout and the construction of two roundabouts to the west of the current roundabout. A new free-flow continuous link from the A421 eastbound towards the A1 northbound would be created along with slip roads to and from the A421, the A1 and the new dual carriageway⁴. With this option the A1 would become a free-flow continuous road going under the slip roads.
 - b. Option B – a two-tiered roundabout, retaining the existing Black Cat roundabout and creating a new free-flow continuous link from the A421 eastbound towards the A1 northbound. The addition of slip roads would provide a free-flow link, bypassing the roundabout traffic moving southbound onto the A421 with the A1 remaining the same.
 - c. Option C – a three-tiered roundabout, enlarging the existing Black Cat roundabout and creating a new free-flow continuous link from the A421 eastbound towards the A1 northbound. Slip roads would be built from the A421 to the A1, and the new dual carriageway⁵ and the A1 would become a continuous free-flow road under the widened Black Cat roundabout.

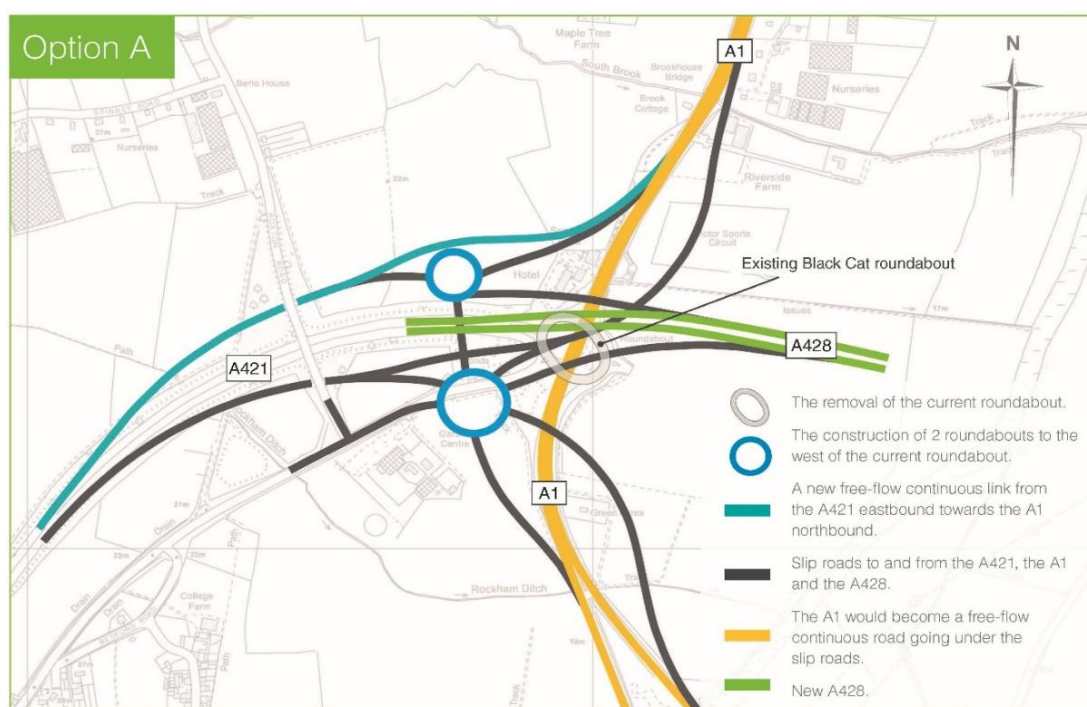


Figure 2-2: Black Cat roundabout Option A

⁴ To denote where the new dual carriageway (see **Figure 2-1** for the three options) is incorporated into each junction design, the label 'New A428' was used in the key in **Figures 2-2, 2-3 and 2-4**.

⁵ As above.

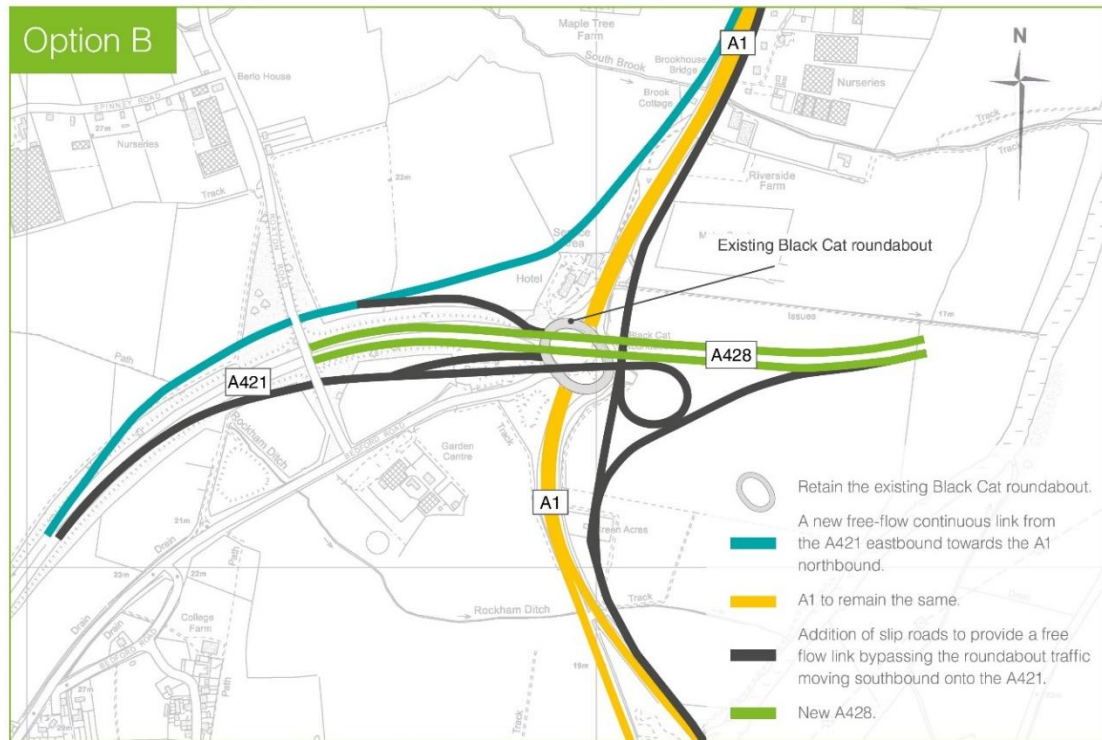


Figure 2-3: Black Cat roundabout Option B

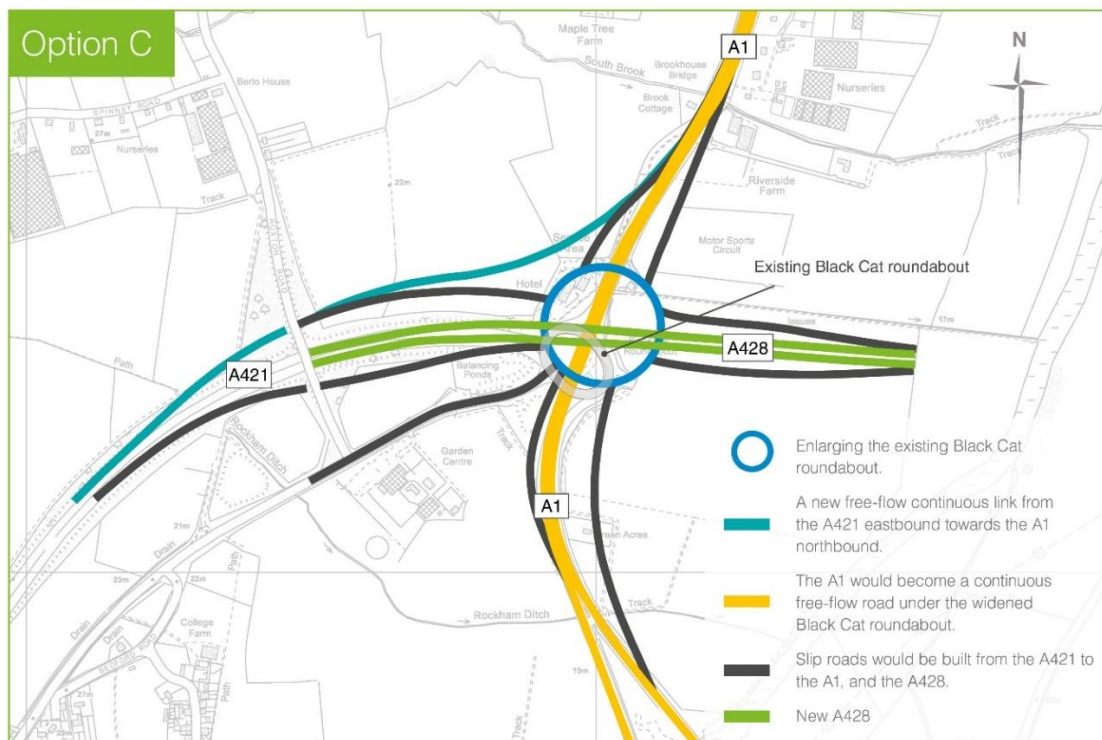


Figure 2-4: Black Cat roundabout Option C

- 2.3.6 Full details of the proposals put forward for non-statutory consultation can be found in the Scheme's non-statutory consultation booklet entitled *A428 Black Cat to Caxton Gibbet improvements: Public consultation March 2017*. A copy of this document can be found in Appendix B2.

When Highways England consulted

- 2.3.7 Non-statutory consultation on the route and Black Cat roundabout options for the Scheme was held over a seven-week (49 day) period between 6 March 2017 and 23 April 2017.

Who Highways England consulted

- 2.3.8 Various groups and organisations were contacted and invited to participate in the non-statutory consultation and to provide their views on the proposals. The groups and organisations were:
- People who live and work in the vicinity of the consultation zone⁶.
 - Elected representatives whose constituents live or work within the consultation zone.
 - Statutory consultees – although this phase of public consultation was non-statutory, relevant bodies who would be statutory consultees at the next stage of statutory consultation were consulted.
 - Other organisations – various other organisations including businesses and local interest groups.
 - Landowners – i.e. land interests potentially affected by the route options (see paragraphs 2.3.15 to 2.3.17 for more information on how they were engaged).
 - The wider public – i.e. people who live outside of the consultation zone (see paragraph 2.3.11).
- 2.3.9 To engage those who live and work in the vicinity, a consultation zone was identified which included all households within 500m of the three proposed route options. Letters were sent to 28,000 properties within this area dated 6 March 2017.

How Highways England consulted

- 2.3.10 To enable everyone to have a clear understanding of the Scheme, the route and Black Cat roundabout options being consulted on and the way that feedback could be provided, the following documents were made available on Highways England's consultation hub⁷ which is accessible via the Scheme web pages:
- Consultation booklet and questionnaire (Appendix B2)
- The non-statutory consultation booklet provided concise information about the Scheme, including: Scheme background, illustrations of the route options and Black Cat roundabout options; comparison summaries setting out the

⁶ See paragraph 2.3.9 for a definition of the consultation zone for the purpose of the non-statutory consultation.

⁷ Visitors to the Scheme web pages were directed to Highways England's consultation hub via the following embedded link to access the consultation material and find more information on the 2019 consultation:
<https://highwaysengland.citizenspace.com/he/a428-black-cat-to-caxton-gibbet-improvements/>

similarities and differences between each option in addition to the respective mitigation measures; and information on the design considerations which had been made to date. The booklet also included the consultation questionnaire which was used to understand the respondents' views on the need for the Scheme and their preferred options. It also helped to measure the success of the consultation and to guide future engagement with the local and wider communities.

b. A428 Route Options (Appendix B3)

The drawing spread across pages 18-19 in the non-statutory consultation booklet which shows the Orange, Purple and Pink route options for consultation was made available to download as a single-page PDF document. As well as highlighting the three route options alongside the existing A428, the image shows the junction improvements that are applicable to all routes.

c. A428 Black Cat Roundabout Options (Appendix B4-B6)

The drawings on pages 25-27 of the non-statutory consultation booklet which show the detailed proposals for A428 Black Cat roundabout options A, B and C were separated and made available to download as single-page PDF documents.

d. A428 Option Assessment Report (Appendix B1)

This report documents the work that took place to identify the transport problem and identify the need for a scheme. It describes how a range of broad scheme options have been generated, assessed and prioritised into a shortlist of better performing options. These options were the basis for the further development of the Scheme.

e. A428 Traffic Data Collection Report (Appendix B7)

This report provides a detailed summary of the traffic surveys and data collected to support the A428 Transport Model which informed the Scheme design at the non-statutory consultation. This included information on the survey sites and analysis of the data which was obtained.

Note: The Traffic Data Collection Report was produced prior to the non-statutory consultation in 2017. The traffic assessment has continued to evolve over time as the Scheme has developed. The Traffic Forecasting Report submitted as part of the DCO application uses the Stage 3 model which was developed following the statutory consultation. The Traffic Forecasting Report forms Appendix C of the Combined Modelling and Appraisal Report [TR010044/APP/7.10].

2.3.11 To publicise the non-statutory consultation and speak to people about the Scheme, the following approaches were used:

a. Letter to consultation zone

A letter (as mentioned in paragraph 2.3.9) was sent to addresses in the identified consultation zone on 6 March 2017 (the start of the consultation). A template of this letter is included in Appendix B11.

b. Scheme web pages

To enable people to access the range of consultation materials, the documents listed in paragraph 2.3.10 were available to download from the Scheme web pages (at [⁸](https://highwaysengland.citizenspace.com/he/a428-black-cat-to-caxton-gibbet)) from the launch on 6 March 2017, throughout the consultation period and after the consultation ended. A press release was published on the gov.uk website on 3 March 2017 to publicise the upcoming consultation period (<https://www.gov.uk/government/news/have-your-say-on-plans-to-improve-the-a428-in-cambridgeshire>) and Highways England website. These pages redirected customers back to the Scheme web pages for more information on the proposals and to provide their views. A copy of the press release as it appeared on gov.uk is included in Appendix B10.

c. Information points

Copies of the non-statutory consultation booklet and questionnaire were also made available to take away at eight different information points within the vicinity of the proposed routes, for the duration of the consultation. The venues were public buildings such as libraries and council buildings and were chosen based on their accessible locations and proximity to areas potentially affected by the Scheme.

Each information point received 100 copies of the non-statutory consultation booklet and a pull up banner advertising the consultation. Of the eight⁹ locations, six requested more copies of the booklet due to the popularity of people using the information points. Additional copies were sent to them. The locations of the information points are listed in **Table 2-1**.

Table 2-1: Details of information points (non-statutory consultation on route and junction options)

Location	Address
St Neots Library	Priory Lane, St Neots, Cambridgeshire, PE19 2BH
Papworth Library	Lower Pendrill, Ermine Street North, Papworth Everard, Cambridgeshire CB23 3UY
Cambourne Library	Sackville House, Sackville Way, Cambridge, CB23 6HL
South Cambridgeshire District Council	South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridgeshire, CB23 6EA
Central Bedfordshire Council	Priory House, Monks Walk, Chicksands, Shefford, Bedfordshire, SG17 5TQ
Huntingdonshire District Council	Pathfinder House, St Marys Street, Huntingdon, Cambridgeshire, PE29 3TN

⁸ This is the address stated in the non-statutory consultation booklet and questionnaire. The URL remains active and directs to the 2017 consultation page on Highway's England's consultation hub.

⁹ Updated figure. Highways England's *Report on public consultation, February 2019* (Appendix B16) states nine locations in error; eight locations were used as information points as detailed in **Table 2-1**.

Location	Address
St Neots Town Council	St Neots Customer Service Centre, The Priory, St Neots, Cambridgeshire, PE19 2BH
Bedford Borough Council	Cauldwell Street, Bedford, MK42 9AP

d. Media engagement

A press release was issued on 13 January 2017 advertising all regional road investment strategy (RIS) scheme consultations (Appendix B8). A further press release specifically for the Scheme was prepared for issue on the day of the consultation launch, 6 March 2017; however, as this fell on the week of the Government's budget, it was sent in advance on Friday 3 March 2017 to seek to maximise exposure to the release (see Appendix B9 for a copy of the press release). Coverage of the press was also monitored. To raise additional awareness, a radio advertisement was created to promote the consultation events and was broadcast on two local radio stations. Huntingdon Radio covered Huntingdon, St Ives, St Neots, Godmanchester and all surrounding villages whilst Cambridge 105 covered Cambridge and surrounding villages.

A press event was held for the non-statutory consultation at Wyboston Lakes on 3 March 2017. BBC Cambridgeshire and BBC Three Counties attended the event.

A pre-recorded interview with Richard Hofton (former Highways England Programme Manager) was aired by ITV News Anglia and BBC Look East on 3 March 2017. On 3 March 2017 Alistair Frost, Highways England Project Sponsor, was also interviewed on BBC Cambridgeshire FM to discuss the upcoming non-statutory consultation.

e. Poster campaign

Posters (Appendix B15) were delivered to local business locations such as shops and petrol stations within the vicinity of the existing A428 and potentially affected villages in the surrounding area, to advertise the consultation events.

f. Public consultation events

Six 'exhibition-style' events were held across the area to give the public an opportunity to view information about the Scheme and speak with members of the project team, as well as to provide comments on the Scheme proposals. The events were arranged in towns and villages potentially affected by the Scheme. **Table 2-2** provides details of when and where these events took place. The venues were selected on the basis of their accessibility in order to maximise participation in the consultation.

Hard (printed) copies of all the consultation documents were made available at the events. The following nine exhibition panels were also on display:

- i. *Welcome*
- ii. *Why improvements are needed*
- iii. *Route options*

- iv. *Environmental features of the route options*
- v. *Black Cat roundabout Option A*
- vi. *Black Cat roundabout Option B*
- vii. *Black Cat roundabout Option C*
- viii. *Next steps*
- ix. *Responding to the consultation*

In total, 2,028 people attended the events over the two-week period.

All attendees were encouraged to complete and return the questionnaire at the back of the non-statutory consultation booklet.

Table 2-2: Details of public consultation events (non-statutory consultation on route and junction options)

Location	Date	Time
Oakley Suite, Training Centre, Wyboston Lakes, Great North Road, Wyboston, Bedfordshire MK44 3AL	Tuesday 21 March 2017	14:00 to 20:00
Cambourne Hub, Cambourne Community Centre, High Street, Cambourne, Cambridgeshire, CB23 6GW	Thursday 23 March 2017	14:00 to 20:00
Abbotsley Village Hall, High Street, Abbotsley, Cambridgeshire, PE19 6UJ	Saturday 25 March 2017	10:00 to 16:00
St Neots Priory Centre, Priory Lane, St Neots, Cambridgeshire, PE19 2BH	Monday 27 March 2017	14:00 to 20:00
Stuart Memorial Hall, Church Street, Tempsford, Sandy, Bedfordshire, SG19 2AN	Friday 31 March 2017	14:00 to 20:00
Newton Primary School, Caxton End, Eltisley, St Neots, Cambridgeshire, PE19 6TL	Saturday 1 April 2017	10:00 to 16:00

- g. Private events: In addition to the six 'exhibition-style' events for members of the public, the following private events were arranged for specific stakeholders during the consultation period.

- i. Consultation launch event:
Monday 6 March 2017
12:00 to 15:00
Training Centre in Wyboston Lakes

Those in attendance were key stakeholders including media and councillors representing all of the affected host local authorities¹⁰. Also in attendance were representatives from England's Economic Heartland, Cambridge Chamber of Commerce and Bedfordshire Police. Invitations were also issued to Members of Parliament; all participants of the Members forum (see paragraph 2.2.2); ward councillors; Cambridgeshire Police; and the Mayor of Bedford.

- ii. Land interest-specific event:
Monday 20 March 2017
14:00 to 20:00
Wyboston Lakes

Highways England invited 96 land interests to this informal consultation event by letter dated 8 March 2017¹¹. These land interests were initially identified as being affected by using a buffer of 500m out from the centre of all three route options¹² (see Appendix B12 for a template of the letter they were sent). The format of the event was an invite-only drop-in session in order to present the three route options and three options for Black Cat roundabout to affected land interests. 48 attendees were recorded.

Engaging elected representatives

- 2.3.12 Highways England wrote to the ward councillors and Members of Parliament (MPs), whose constituents live within the consultation zone, to let them know about the Scheme and the non-statutory consultation. The letter sent on 6 March 2017 to MPs, parish councils and forum members is included at Appendix B14. Councillors representing impacted local authorities as well the MPs and representatives from their offices were invited to partake in the ongoing Members forum (see paragraph 2.2.2). Ward councillors were also invited to all parish council meetings.
- 2.3.13 Highways England invited elected representatives to attend a consultation preview information event on 1 March 2017 at Wyboston Lakes where they could meet the project team, view the consultation materials and ask questions about the proposed options.¹³

Engaging hard to reach groups

- 2.3.14 In order that hard to reach groups and individuals were aware of the non-statutory consultation and able to take part, Highways England used a range of communications techniques to encourage their involvement including:
 - a. All written information distributed to consultees was written in plain English.

¹⁰ The affected local authorities for the Scheme are: Bedford Borough Council, Cambridge City Council, Cambridgeshire County Council, Central Bedfordshire Council, Huntingdonshire District Council and South Cambridgeshire District Council.

¹¹ Please note that the letter was incorrectly dated 8 March 2016 but it was sent on 8 March 2017 and related to an event on 20 March 2017.

¹² A buffer zone of 500m out from a centre line of all three route options was used to identify potentially affected land interests. This is a different mailing list to the consultation zone (referenced at paragraph 2.3.9) which included all households within 500m of the three proposed route options.

¹³ A list of those invited to the preview information event is available upon request.

- b. All meetings and public consultation events were held at times and places convenient and accessible to as many people as possible.
- c. Posters publicising the consultation were displayed at appropriate public locations.
- d. Press releases about the consultation were issued to local and regional press, radio and television.
- e. Information was sent directly to people's homes in the consultation zone.
- f. Paper copies of documents and information were made easily available at information points and public consultation events.
- g. Some enclosed parish council noticeboards contained hard copies of the non-statutory consultation booklet.
- h. Although no requests were received, Highways England was prepared to provide key information documents in alternative formats on request. This included large print, Braille and a translation service if requested.

Engaging affected land interests

- 2.3.15 Land interests, who were identified using a buffer of 500m out from the centre of all three route options, were sent information about the non-statutory consultation and the public exhibitions via post. This included an invitation to the land interest-specific event on 20 March 2017 (see paragraph 2.3.11gii). The template of the letter sent to land interests on 8 March 2017¹⁴ can be found in Appendix B12.
- 2.3.16 Following the event and subsequent launch of the non-statutory consultation, 90 letters were issued to identified land interests within a more refined buffer line of approximately 70m drawn around each of the route options. The letter offered them a one-to-one meeting with representatives of the project team (see Appendix B13 for a template of the letter sent on 12 April 2017). Informal consultation with land interests has continued throughout the development of the Scheme.
- 2.3.17 A number of land interests are also stakeholders with wider interests, (e.g. local authorities, Eastern Power Networks), so these organisations were contacted in relation to both their landholding and wider interests.

¹⁴ Please note that the letter was incorrectly dated 8 March 2016 but it was sent on 8 March 2017.

Feedback mechanisms

- 2.3.18 During the non-statutory consultation, responses to the consultation were received via three different channels:
- Online – Respondents could complete and submit an electronic version of the consultation questionnaire via the Scheme web pages.
 - Email – Consultation responses could also be submitted by email via the address: a428blackcattocaxtongibbet@highwaysengland.co.uk¹⁵
 - Freepost – Consultation questionnaires and letters submitted via the freepost address: FREEPOST A428 Black Cat to Caxton Gibbet.

Summary of feedback received to the non-statutory consultation

- 2.3.19 4,189 responses were received to the non-statutory consultation held between 6 March 2017 and 23 April 2017. 94% of respondents stated they had a preferred route option (either the Orange, Pink or Purple route). The remaining 6% expressed no preference. The Orange route received the most support and 83% of respondents expressed that it was their preferred option.
- 2.3.20 No matter how people chose to provide feedback to the consultation Highways England read and considered every response and comment.
- 2.3.21 A summary of the responses to the non-statutory consultation can be found in *A428 Black Cat to Caxton Gibbet improvements, Report on public consultation, February 2019* available at: www.highwaysengland.co.uk/a428 (a copy can also be found at Appendix B16).

Additional engagement post non-statutory consultation and before the preferred route announcement

- 2.3.22 As part of Highways England's ongoing design work following the non-statutory consultation, a need to engage with a number of people associated with properties whose access may have been altered by the developing Scheme was identified.
- 2.3.23 Highways England invited directly affected residents from Great North Road to an event on Tuesday 10 July 2018, to present and explain the proposals for the area as it was anticipated that the proposed changes to the Black Cat roundabout, may alter the route of access to the properties on Great North Road. This was a closed event and was not open to members of the public. The meeting was held at Wyboston Village Hall and provided residents with an opportunity to discuss the specific proposals for the routes of access, as well as meet the project managers and engineers responsible for the Scheme.
- 2.3.24 Developing designs also indicated that current accesses to and from the A1 at Chawston Lane, Nagshead Lane and The Lane would need to be closed and an alternative link road provided. A link road was designed and a dedicated information event for the Roxton Road link was held to allow visitors to discuss

¹⁵ This email address has since changed to a shorter address (info@a428.co.uk) prior to statutory consultation in summer 2019. Any emails sent to the email address stated at paragraph 2.3.18b are automatically redirected.

the proposals in greater depth, ask any questions and give feedback. This drop-in event took place at Wyboston Village Hall on Monday 10 December 2018 from 14:00 to 20:00 and was attended by 210 people.

- 2.3.25 Residents of dwellings on the following roads were sent the invitation on 26 October 2018: The Lane, Nagshead Lane, Chawston Lane, Rookery Road, Great North Road, Morris Walk and Roxton Road (it should be noted the letter was also sent to the residents of dwellings situated on smaller roads off of these main roads). The invitees were sent the initial invitation as well as an event reminder on 26 November 2018 that included a plan of the proposal that was to be the subject of the event. Both letter templates can be found at Appendix C1 and C2.
- 2.3.26 Following the Roxton Road link information event an email was sent on 12 February 2019 to Roxton Parish Council and Wyboston, Chawston and Colesden Parish Council containing a summary document reporting the key themes that arose from feedback from event attendees. A copy of the email and event summary are included in Appendix C8 and C7. More information, including photos of the event, can also be found at Appendix C (C3, C4 and C5).
- 2.3.27 After the email to the parish councils was issued, a follow-up letter was sent on 7 March 2019 to all those who attended the Roxton Road link information event, thanking them for their attendance, providing a summary of key themes that arose and giving them information about the upcoming statutory consultation. This letter also referred to the preferred route announcement and how residents could find out more about the Scheme. A template of this follow up letter can be found at Appendix C6.

2.4 Announcement of the preferred route (18 February 2019)

- 2.4.1 Following consideration of the responses to the non-statutory consultation and after undertaking additional surveys and assessments, Highways England identified the preferred route for the Scheme (Orange route and Black Cat roundabout Option C). This was announced by Highways England on 18 February 2019.
- 2.4.2 To communicate the announcement of the preferred route, Highways England undertook the following activities:
- On 14 February 2019, two working days before the launch, an email was sent to MPs' offices notifying them that the preferred route announcement was imminent and offering briefings with the project team. Local authorities, England's Economic Heartland and Transport Focus were also notified that the preferred route announcement was imminent.
 - Details of the preferred route were publicised on the Scheme web pages and via social media on 18 February 2019 along with the publication of a booklet explaining the choice of preferred route. The booklet entitled *Preferred route announcement, February 2019* is available at: www.highwaysengland.co.uk/a428 (a copy can also be found at Appendix B17).
 - A press release was issued on 18 February 2019 to publicise details of the preferred route which achieved coverage in the local, regional and national

outlets (a copy can be found at Appendix B18 and as published on the gov.uk website at Appendix B19).

- d. A pre-recorded interview for commercial stations took place on 18 February 2019 and media interviews for 'drive-time' radio were offered. The interview was broadcast on ITV News Anglia with Lee Galloway, Highways England Programme Leader. Interviews were also offered to Heart Global East FM, BBC Cambridgeshire FM, BBC Three Counties FM and BBC Look East, but these offers were not taken up by the radio stations.
- e. The preferred route announcement was shared on the Highways England Twitter feed (@HighwaysEnglandEast).

2.5 Development of the preferred route

- 2.5.1 Confirmation of the preferred route enabled further design development to take place, so that more detailed scheme proposals could be put forward for statutory consultation in mid-2019.
- 2.5.2 The feedback received from the non-statutory consultation identified a number of opportunities to improve the Scheme. The significant changes included the following:
 - a. Moving the alignment of the route to eliminate bisecting Rectory Farm located off Potton Road.
 - b. Providing a larger gap between the new dual carriageway and the existing A428 to create farming land of an "economic scale" between the roads.
 - c. East of the proposed Cambridge Road junction, the route alignment was shifted northward to follow the natural shallow depressions along the line of Gallow Brook.
 - d. The route alignment was moved northwards to mitigate the impact on North Farm located east of Cambridge Road junction.
 - e. The route alignment was adjusted southwards to avoid a historic landfill site located to the north of Eltisley. This adjustment also mitigated the impact of the Scheme on a new free range chicken farm where a minimum distance was required.
 - f. Between the Eltisley junction and Caxton Gibbet junction, the route alignment has been adjusted southwards to enable the existing A428 road to be maintained as the local road and to maintain the existing accesses to North Farm and Pembroke Farm. This adjustment also achieved a greater buffer zone between the new dual carriageway and the existing farms as requested by the farm owner.

These changes resulted in a reduction to the overall length of the mainline carriageway by approximately 200m.

- 2.5.3 To support the further development of the Scheme, Highways England continued to engage with statutory bodies such as the relevant local authorities, heritage and environmental bodies, the local community and those with interests in land affected by the Scheme. More information on ongoing engagement with statutory environmental bodies can be found in **Table 3-1** in Chapter 3 and ongoing

engagement with the relevant local authorities can be found in **Table 12-1** in Chapter 12.

- 2.5.4 A series of one-to-one meetings were held between the preferred route announcement on 18 February 2019 and statutory consultation (3 June 2019 – 28 July 2019) with directly affected land interests to discuss how the proposals affected their land and property.
- 2.5.5 Meetings held with interested members of the local community after the non-statutory consultation are summarised in **Table 2-3**.

Table 2-3: Ongoing engagement with parish councils and interested members of the local community in the period of time between the non-statutory and statutory consultations

Stakeholder	Activity	Date	Reason for engagement
Roxton Parish Council	Presentation	18 May 2017	Presentations on the noise and visual impact of the Scheme were offered to all parish councils. Roxton Parish Council accepted the offer and members of the project team met with the Council on this date to provide an overview and answer any questions.
National Farmers Union (NFU)	Presentation	1 June 2017	To provide the NFU and its members with an overview of the Scheme and update on progress.
Croxton Parish Council	Presentation	14 June 2017	Presentations on the noise and visual impact of the Scheme were offered to all parish councils. Croxton Parish Council accepted the offer and members of the project team met with the Council on this date to provide an overview and answer any questions.
Great Barford Parish Council	Presentation	18 July 2017	Presentations on the noise and visual impact of the Scheme were offered to all parish councils. Great Barford Parish Council accepted the offer and members of the project team met with the Council on this date to provide an overview and answer any questions.
Yelling, Toseland and Papworth parish councils	Presentation	19 October 2017	Presentations on the noise and visual impact of the Scheme were offered to all parish councils. The Yelling, Toseland and Papworth parish councils accepted the offer and members of the project team attended to provide an overview and answer any questions.
Probus Club of Kempston	Presentation	12 February 2019	At the request of the club a presentation was arranged to help raise awareness of the Scheme just prior to the preferred route announcement.
Bedford Civil Engineering Society	Presentation	6 March 2019	To help raise awareness of the Scheme following the preferred route announcement.
Surveyors 1921 Club in Bedford	Presentation	4 April 2019	To help raise awareness of the Scheme following the preferred route announcement.

Stakeholder	Activity	Date	Reason for engagement
National Farmers Union (NFU)	Presentation	7 May 2019	To provide the NFU and its members with an update on the Scheme and overview of the DCO process.

- 2.5.6 In outline, the Scheme put forward for statutory consultation, illustrated in **Figure 2-5**, comprised:
- New 10-mile dual carriageway (Orange route).
 - A new three tier junction at Black Cat roundabout (Option C).
 - New junctions at Caxton Gibbet and Cambridge Road to connect the new dual carriageway to the existing A428.
 - New bridges crossing over the new dual carriageway at Roxton Road, Barford Road, the B1046, Toseland Road and Eltisley.
 - New bridges over the River Great Ouse and East Coast Main Line railway.
- 2.5.7 Full details of the Scheme proposals put forward for statutory consultation can be found in the Scheme's statutory consultation booklet entitled *A428 Black Cat to Caxton Gibbet improvements, Have your say - Public consultation June 2019*. This can be found in Appendix M2. More information about statutory consultation is provided in Chapter 3.

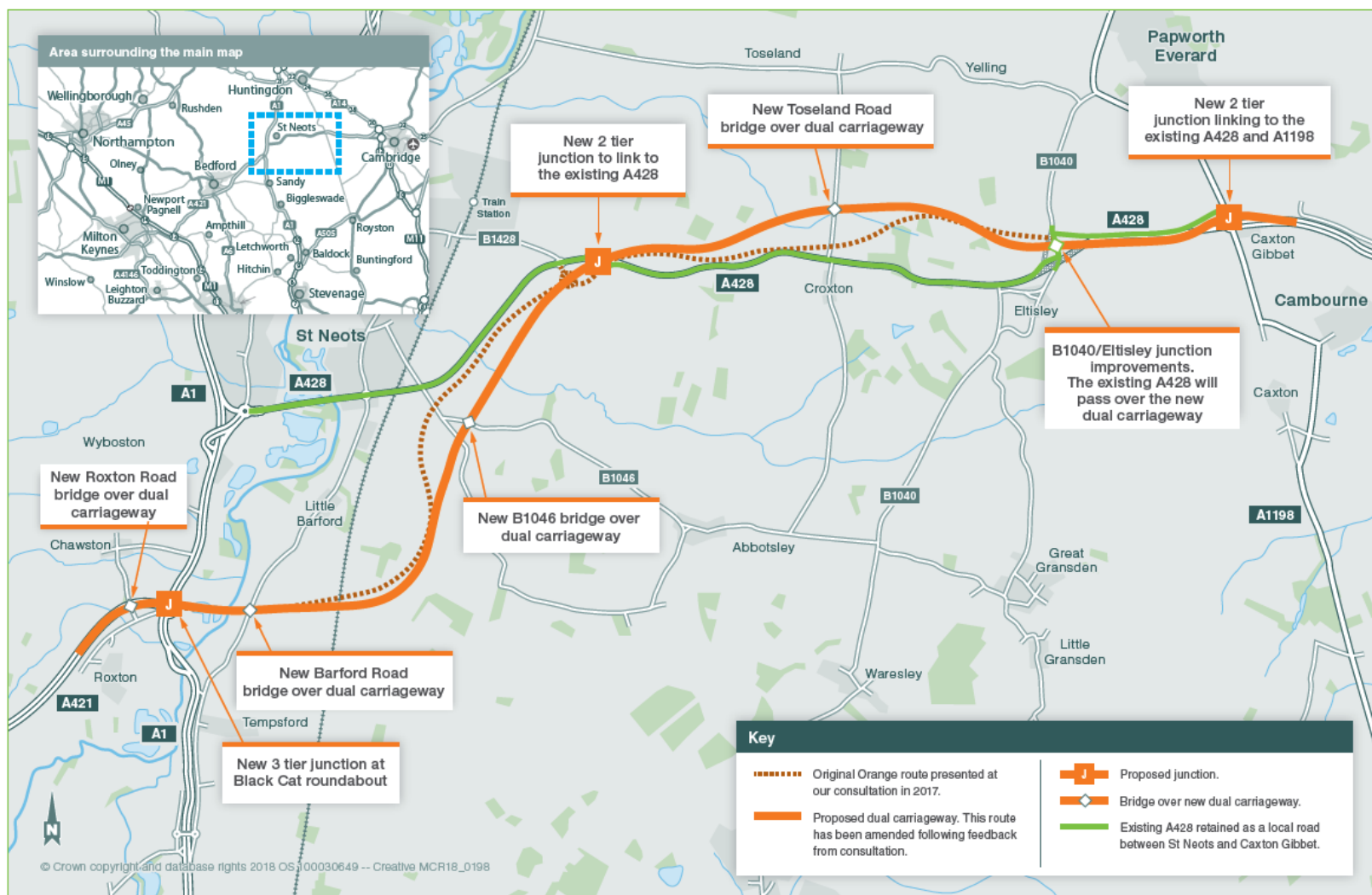


Figure 2-5: The Scheme taken forward to statutory consultation

3 Statutory consultation and consultation with statutory bodies under the Environmental Impact Assessment regulations

3.1 Structure of chapter

- 3.1.1 This chapter sets out the actions Highways England has taken to comply with its statutory duties in relation to pre-application consultation. It provides:
- a. A summary of how Highways England has complied with the pre-application consultation requirements of the Environmental Impact Assessment Regulations 2017 (EIA Regulations).
 - b. An overview of the statutory consultation undertaken on the Scheme between 3 June 2019 and 28 July 2019 in accordance with the PA 2008, summarising the purpose; who Highways England consulted; what Highways England consulted on and when; and the mechanisms Highways England put in place to gather feedback.
 - c. Details of the activities undertaken to comply with sections 42, 46, 47 and 48 of the PA 2008 and Regulations 3 and 4 of the APFP Regulations, including the preparation of the Statement of Community Consultation (SoCC).

3.2 Consultation under the Environmental Impact Assessment Regulations 2017 (EIA Regulations)

- 3.2.1 The Scheme qualifies for mandatory EIA as it comprises construction of a new road of four lanes and of 10 miles or more in a continuous length, as listed in paragraph 7(3) of Schedule 1 of the EIA Regulations.
- 3.2.2 Highways England has fulfilled its statutory obligations in relation to carrying out consultation, publication and notification on the DCO application as required under the EIA Regulations.
- 3.2.3 A summary of how Highways England has complied with the pre-application consultation requirements of the EIA Regulations is set out in this section.

Summary of ongoing engagement with statutory environmental bodies

- 3.2.4 **Table 3-1** provides a summary of ongoing engagement with statutory environmental bodies from the early stages of the Scheme up to submission of the DCO application.
- 3.2.5 All environmental bodies listed in **Table 3-1** have been invited and attended sessions as part of the Environmental Technical Working Group (TWG). More information on the Environmental and other TWGs, and their reporting structure, is found in section 3.10 and set out in Appendix M1 .

Table 3-1: Ongoing engagement with statutory environmental bodies from the early stages of the Scheme up to submission of the DCO application

Statutory environmental body	Ongoing engagement activity
Environment Agency	The Environment Agency has been invited to the Scheme's Environmental TWG (see Appendix M1) which acts as a forum to discuss cross-topic environmental information and seek consensus on emerging issues associated with the Scheme's design, assessment, implementation and mitigation. The Environment Agency have engaged with the Scheme since 2017 where they met with Highways England to discuss the River Great Ouse Crossing Structure. A specific Drainage sub-group formally met in October 2019, which the Environment Agency are part of, to provide updates on the Scheme design and emerging findings of groundwater, flood risk, Water Framework Directive (WFD), road drainage and water quality assessments being undertaken for the Environmental Statement (ES). A further meeting to discuss the River Great Ouse Hydraulic Model was held with the Environment Agency in February 2020. Highways England also met with the Environment Agency's WFD expert and discussed the approach to the WFD assessment. In December 2020 Highways England met with the Environment Agency to discuss the approach to surface water assessment.
Historic England	Historic England was first engaged in 2018 to establish views surrounding the then potential demolition of a grade II* listed building (Brook Cottages) and provide input into the types of assessment required to facilitate the demolition. Historic England has been invited to the Scheme's Environmental TWG (see Appendix M1) which acts as a forum to discuss cross-topic environmental information and seek consensus on emerging issues associated with the Scheme's design, assessment, implementation and mitigation. Further engagement occurred in 2019 where Historic England committed to reviewing the Scoping Opinion, Preliminary Environmental Information Report (PEI Report) and the Heritage Assessment for Brook Cottages. Regular engagement with Historic England continued in early 2020 to discuss how the loss of Brook Cottages could be justified. Further engagement around both Highways England's

Statutory environmental body	Ongoing engagement activity
	approach to archaeology including the programme of advanced works and Brook Cottages has occurred in the run up to submission. Historic England have also joined meetings with local authority heritage and archaeology officers, more details of these meeting can be found in Chapter 12 in Table 12-1.
Natural England	Natural England has been invited to the Scheme's Environmental TWG (see Appendix M1) which acts as a forum to discuss cross-topic environmental information and seek consensus on emerging issues associated with the Scheme's design, assessment, implementation and mitigation. Highways England have met with Natural England on a regular basis throughout the development of the Scheme and had meetings in February, June, July and September 2020 to discuss topics including, the Scheme's landscape impacts and embedded measures, environmental enhancement proposals and management and monitoring requirements/expectations. Highways England has also engaged with Natural England individually to discuss surveys, assessment, mitigation, enhancement, Habitats Regulations Assessment (HRA) screening, biodiversity net gain, draft licences for protected species and drafting of the Statement of Common Ground. In the lead up to submission Highways England arranged to meet with Natural England to discuss mitigation and licencing however this meeting was cancelled by Natural England and will be rescheduled as soon as possible.
Bedford Borough Council / Cambridgeshire County Council / Central Bedfordshire Council / Huntingdonshire District Council / South Cambridgeshire District Council	There has been ongoing environmental engagement with relevant local authorities as referenced in Table 12-1 in Chapter 12.

Secretary of State notification

- 3.2.6 Highways England notified the Planning Inspectorate, on behalf of the Secretary of State, under Regulation 8(1)(b) of the EIA Regulations of its intention to prepare and submit an Environmental Statement as part of its application for development consent for the Scheme. This letter was sent on 29 March 2019 by Highways England.
- 3.2.7 A copy of the letter to notify the Planning Inspectorate is included in Appendix D1. The acknowledgement of receipt letter was received from the Planning Inspectorate on 5 June 2019 and is also included in Appendix D2.

Request for a Scoping Opinion

- 3.2.8 A formal request for a Scoping Opinion was made to the Planning Inspectorate, on behalf of the Secretary of State, as part of the written notification sent on 29 March 2019 (referenced in paragraph 3.2.6). This was made under Regulation 10(1) of the EIA Regulations and requested a written opinion with regard to the information required for inclusion within the Environmental Statement **[TR010044/APP/6.1]**.
- 3.2.9 A Scoping Report containing the information required under Regulation 10(3) of the EIA Regulations was submitted as part of the request. The Scoping Report accordingly provided, together with other information Highways England thought relevant to the scoping exercise:
- a. A plan to identify the land.
 - b. A description of the scheme, including its location and technical capacity.
 - c. An explanation of the likely significant effects of the Scheme on the environment.
- 3.2.10 In accordance with Regulation 10(6) of the EIA Regulations, the Planning Inspectorate consulted the consultation bodies defined in Regulation 3(1) of the EIA Regulations prior to adopting its Scoping Opinion. These bodies were notified under Regulation 11(1)(a) of the EIA Regulations of the duty imposed on them to make information available to Highways England relevant to the preparation of the Environmental Statement for the Scheme.
- 3.2.11 The Scoping Opinion **[TR010044/APP/6.5]** was provided to Highways England by the Planning Inspectorate on 13 May 2019, which took account of the content of the Scoping Report and the responses received from the consultation bodies.
- 3.2.12 Appendix 1 of the Scoping Opinion provides a list of all bodies and organisations formally consulted as part of the preparation of the Scoping Opinion, and Appendix 2 of the Scoping Opinion provides copies of the responses of the consultees that responded within the statutory 28-day period.
- 3.2.13 The Planning Inspectorate confirmed to Highways England in writing on 13 May 2019 within the Scoping Opinion that no parties had been identified under Regulation 11(1)(c) of the EIA Regulations that may be affected by the Scheme but who is unlikely to become aware of the Scheme.
- 3.2.14 A copy of the Scoping Opinion letter can be found in Appendix E1.
- 3.2.15 The EIA has been carried out in accordance with the content of the Scoping Opinion, the outcomes of which are reported within an Environmental Statement **[TR010044/APP/6.1]**.
- 3.2.16 The Environmental Statement **[TR010044/APP/6.1]** also identifies where issues raised by statutory consultees in the consultation responses contained within the Scoping Opinion have been considered and addressed as part of the EIA process. This information is held at Appendix 4.3: EIA Scoping Response Table and Summary of Methodological Changes of the Environmental Statement Appendices **[TR010044/APP/6.3]**.

Section 48 (publicity) under the PA 2008

- 3.2.17 Regulation 13 of the EIA Regulations states that where the proposed application for an order granting development consent is an application for EIA development, the applicant must, at the same time as publishing notice of the proposed application under s48(1) of the PA 2008, send a copy of that notice to the consultation bodies and to any person notified to the applicant by the Planning Inspectorate in accordance with Regulation 11(1)(c).
- 3.2.18 In accordance with Regulation 13, Highways England sent a s48 notice to the consultation bodies on 30 May 2019 (a template of the letters sent with the notice are included in Appendix K1, K2 and K3). As noted in paragraph 3.2.13, no parties were identified by the Planning Inspectorate under Regulation 11(1)(c). A copy of the s48 notice can be found in Appendix M19.

Consulting on the Preliminary Environmental Information Report

- 3.2.19 As per the requirements of Regulation 12(1) of the EIA Regulations, the consultation statement (the SoCC) must set out (a) whether the proposed scheme is EIA development, and (b), if the proposed scheme is EIA development, how the applicant intends to publicise and consult on the preliminary environmental information. Highways England's compliance with these regulations is recorded in the SoCC which states that the Scheme is an Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (EIA) Regulations 2017. As part of the pre-application consultation, the general public and statutory consultees will be able to comment on the contents of the Preliminary Environmental Information Report (PEI Report). This is set out in the SoCC in sections 3.7 to 3.9 and a copy of the published SoCC is included in Appendix I.
- 3.2.20 Regulation 12(2) defines "preliminary environmental information" (PEI) as information referred to in Regulation 14(2) which (a) has been compiled by the applicant, and (b) is reasonably required for the aforementioned consultation bodies to develop an informed view of the likely significant environmental effects of the development. Further details on how Highways England publicised and consulted on the PEI Report are available in section 3.3.
- 3.2.21 Regulations 12 and 14, and Schedule 4 of the EIA Regulations set out the information which is to be included in the PEI Report. Regulation 12(2) provides that 'preliminary environmental information' means information referred to in Regulation 14(2) (as reproduced in **Table 3-2**). In accordance with Regulation 12(2)(b), the PEI Report presented information which *"is reasonably required for the consultation bodies to develop an informed view of the likely significant environmental effects of the development (and of any associated development)"*. **Table 3-2** identifies where the information defined by Regulation 14(2) could be found within the PEI Report (a copy of which is available on Highways England's consultation hub which is accessible via the Scheme web pages¹⁶).

Table 3-2: Location of information in the PEI Report which demonstrates compliance with EIA Regulation 12(2)

¹⁶ Visitors to the Scheme web pages were directed to Highways England's consultation hub via the following embedded link to access the consultation material and find more information on the 2019 consultation:
<https://highwaysengland.citizenspace.com/he/a428-black-cat-to-caxton-gibbet-improvements/>

Specified information	Location within the PEI Report
A description of the proposed development comprising information on the site, design, size and other relevant features of the development;	Chapter 2 – The Scheme
A description of the likely significant effects of the proposed development on the environment;	Chapters 5-14
A description of any features of the proposed development, or measures envisaged in order to avoid, prevent or reduce and, if possible, offset likely significant adverse effects on the environment;	Chapters 5-14
A description of the reasonable alternatives studied by the applicant, which are relevant to the proposed development and its specific characteristics, and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment;	Chapter 3 – Assessment of Alternatives
A non-technical summary of the information referred to above; and	Non-Technical Summary [TR010044/APP/6.4]
Any additional information specified in Schedule 4 of the EIA Regulations relevant to the specific characteristics of the particular development or type of development and to the environmental features likely to be significantly affected.	Chapters 1-16

- 3.2.22 A Non-Technical Summary (NTS) of the PEI Report was also prepared, which was written in non-technical language to aid people's understanding (see Appendix M7 for a copy of the NTS). A summary of environmental information was also included in the statutory consultation booklet (see Appendix M2 for a copy of the statutory consultation booklet).
- 3.2.23 The statutory consultation on the Scheme ran from Monday 3 June 2019 to Sunday 28 July 2019, providing an opportunity for statutory consultees, the local community and the wider public to review and provide comments on the Scheme and the information provided in the PEI Report. Further details on how statutory consultees were consulted can be found in section 3.5.
- 3.2.24 On 31 May 2019, Highways England sent all statutory consultees (s42(1)(a), s42(1)(aa)¹⁷, s42(1)(b) and those identified as s42(1)(d) consultees) a copy of the s48 notice, enclosed within a letter notifying them of the consultation (see paragraphs 3.5.37 to 3.5.39). The s48 notice advised them of the pre-application consultation as 'consultation bodies' prescribed under the PA 2008, pursuant to Regulation 13 of the EIA Regulations.
- 3.2.25 As noted in paragraph 3.5.37, some letters were not issued on 31 May 2019 due to an administrative oversight. These consultees and the date that they were

¹⁷ Following initial approach, Highways England subsequently established that the Marine Management Organisation (MMO) did not need to be consulted on the Scheme. For more information, see paragraph 3.5.7.

issued a letter, enclosing the s48 notice among other consultation material, are identified in the table included at Appendix K4. All consultees were provided with a minimum of 28 days within which to respond to the consultation.

- 3.2.26 Chapters 4 and 5 and Appendix U of this Consultation Report summarise the matters raised by respondents to the statutory consultation, including those related to the PEI Report.
- 3.2.27 Further details of the engagement undertaken with the statutory environmental bodies with regard to the development of each composite part of the EIA assessment such as Cultural Heritage are summarised in Chapters 5 to 15 of the Environmental Statement [TR010044/APP/6.1].

3.3 Consultation in accordance with the Planning Act 2008 (PA 2008)

Overview of the statutory consultation

- 3.3.1 The principal purpose of the consultation was to seek the views of statutory consultees, the local community and other interested groups and individuals on the Scheme proposals which had been developed following the preferred route announcement on 18 February 2019. The consultation also sought feedback on the preliminary environmental information which had been compiled for the Scheme, as referenced in section 3.2.

Who Highways England consulted

- 3.3.2 In accordance with the PA 2008, Highways England consulted with the following groups and individuals:
- a. Section 42 – prescribed consultees, including relevant local authorities (under Section 43) and statutory undertakers, those listed in Schedule 1 of the APFP Regulations (in accordance with APFP Regulation 3), and those who own, occupy or have a legal interest in land that would be affected by the Scheme (under Section 44)
 - b. Section 47 – local community consultees, including the people living in the vicinity of the Scheme, local businesses, community representatives and community groups

Details of how these consultees were identified are provided in sections 3.5 and 3.7 respectively.

- 3.3.3 The Planning Inspectorate confirmed in a letter to Highways England on 13 May 2019 that no persons had been identified under Regulation 11(1)(c) of the EIA Regulations. A copy of this letter is provided in Appendix E2.
- 3.3.4 In addition, Highways England publicised the Scheme in accordance with s48 of the PA 2008, Regulation 13 of the EIA Regulations and Regulation 4 of the APFP Regulations. These notices can be found in the **Table 3-7** as well as in Appendix N.

What Highways England consulted on: the Scheme proposals for statutory consultation

- 3.3.5 The Scheme taken forward for statutory consultation is summarised in paragraph 2.5.6 and illustrated in **Figure 2-5** at the end of Chapter 2.

- 3.3.6 During the statutory consultation Highways England specifically sought feedback on the following:
- a. Detailed alignment of the new dual carriageway
 - b. Refined design for Black Cat junction
 - c. Design for Cambridge Road junction
 - d. Design for Caxton Gibbet junction
 - e. Changes to the existing A428 junction at Eltisley
 - f. Comments on the PEI Report
 - g. Mitigating environmental impacts of the Scheme
 - h. Proposed routes for walkers, cyclists and horse riders
- 3.3.7 A summary description of the Scheme and accompanying plans can be found in the statutory consultation booklet. A copy of this document can be found in Appendix M2.

When Highways England consulted

- 3.3.8 The statutory consultation was undertaken between 3 June 2019 and 28 July 2019 (a period of 56 days). This exceeded the statutory requirement of a minimum period of 28 days within which to respond following the day on which the consultees received the consultation documents (s45 PA 2008) and following the date when the s48 press notice was last published (Regulation 4 of the APFP Regulations).

Feedback mechanisms

- 3.3.9 From the start of the statutory consultation period on 3 June 2019 to the end of the consultation at 23:59 on 28 July 2019, people were able to provide feedback on the Scheme in the following ways:
- a. By completing and handing in the response form available at public consultation events, or returning them by post using the Freepost address: FREEPOST A428 Black Cat to Caxton Gibbet.
 - b. By completing and submitting the online response form available via the Scheme web pages.
 - c. By downloading the response form available via the Scheme web pages, completing it and sending a digital copy via email to the Scheme email address (info@a428.co.uk¹⁸) or posting a printed copy to the Freepost address provided.
 - d. By submitting responses via email or in writing to the Freepost address provided
- 3.3.10 Information on how to provide responses was included in the s47 and s48 notices (Appendix M20 and M19) and the s42 letters sent to statutory and

¹⁸ At the time of publication of the s47 and s48 notices, the previous email address was quoted: a428blackcattocaxtongibbet@highwaysengland.co.uk. This has since been shortened to info@a428.co.uk (as stated on the rest of the statutory consultation material). Any emails sent to the previous email address are automatically redirected.

prescribed consultees (Appendix K1, K2 and K3). See footnote regarding the Scheme email address.

3.4 Preparation of the Statement of Community Consultation (SoCC)

3.4.1 Highways England's approach to the statutory consultation with the local community started with the preparation of a draft Statement of Community Consultation (SoCC). The content of the SoCC was developed in accordance with the guidance provided in the DCLG guidance on the pre-application process and the Planning Inspectorate's Advice Note Fourteen: Compiling the Consultation Report, Version 2 (April 2012) and included confirmation that the Scheme is EIA development.

Identifying the primary consultation zone

3.4.2 A key part of the initial discussions with the relevant local authorities focused on the identification of a primary consultation zone for community consultation.

3.4.3 To define this, Highways England used the mailing area used for the non-statutory consultation in 2017 as a starting point.

3.4.4 It was recognised that refinements would need to be made to this area in consideration of the communities most affected by the Scheme following the preferred route announcement. As a result, Highways England identified all parish council boundaries with the route alignment running through its boundary and then, where it felt this was necessary, also included the neighbouring parish councils.

3.4.5 Highways England considered this to be reasonable and proportionate in the circumstances and beneficial to capture the views of parties in the local community who could potentially be affected by the Scheme. The primary consultation zone identified for the 2019 statutory consultation is shown in **Figure 3-1**.

3.4.6 The suggested primary consultation boundary formed part of the consultation with local authorities on the draft SoCC (see paragraphs 3.4.7 to 3.4.17 of this report). The draft SoCC emphasised that whilst the primary consultation zone comprises the communities Highways England think will be most affected by the Scheme, the consultation would also be promoted beyond this area.

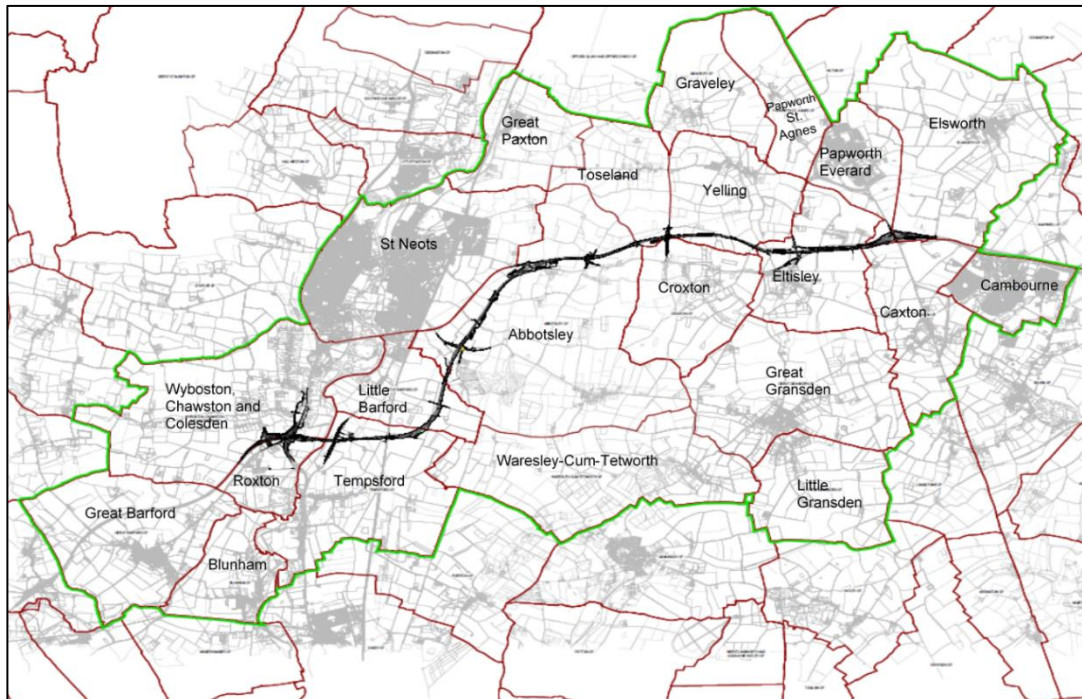


Figure 3-1: Primary consultation zone boundary

Consultation on the draft SoCC

3.4.7 In accordance with s47(2) of the PA 2008, Highways England consulted all of the s43(1) local authorities on the proposed methods set out in the SoCC for consulting people living in the vicinity of the Scheme. This took place through two rounds of consultation. The first informal round of consultation ran from 4 February 2019 to 18 February 2019. The local authorities consulted in this first round were:

- a. Bedford Borough Council
- b. Cambridge City Council¹⁹
- c. Cambridgeshire County Council
- d. Central Bedfordshire Council
- e. Huntingdonshire District Council
- f. South Cambridgeshire District Council²⁰

¹⁹ Whilst Cambridge City Council is not technically a s43(1) local authority, Highways England has been engaging with them from the early stages of the Scheme and consider them a key stakeholder. Also, see next footnote.

²⁰ South Cambridgeshire District Council and Cambridge City Council have merged to form Greater Cambridge Shared Planning – and have responded to the consultation under this name for issues related to planning. Both councils work in partnership to deliver their obligations as the Local Planning Authority for the two areas.

- 3.4.8 All the local authorities listed at paragraph 3.4.7 and consulted on the draft SoCC had previously been engaged by Highways England as part of the Highways and Planning Technical Working Group (TWG) for the Scheme. The informal consultation which took place in February 2019 was conducted via email using the TWG contacts and where no response was received, the request was followed up by a phone call. More information on TWGs is included in section 3.10.
- 3.4.9 The early comments received through the informal consultation were considered by Highways England in the continued development of the SoCC.
- 3.4.10 On 12 March 2019 the updated draft SoCC was formally submitted to the same local authorities in addition to Milton Keynes Council for their review. A copy of the email sent to each of these local authorities is provided in Appendix G. In accordance with s47(3) of the PA 2008, a 28-day period (commencing on the day after the authorities received the draft SoCC) was given for the receipt of responses from the authorities, expiring on 10 April 2019.
- 3.4.11 In addition to those authorities stipulated by s47(2) of the PA 2008, Highways England chose to also formally consult Milton Keynes Council on the proposed consultation methods set out in the draft SoCC, as it is anticipated that the Scheme will have a significant benefit on those living within the Council's area, despite the Scheme itself lying outside of its boundary.
- 3.4.12 The draft SoCC introduced the Scheme, summarised previous consultation, gave details of the current consultation (including how to respond) and outlined Highways England's proposed consultation methods (including consultation events, information on the Scheme web pages, a consultation booklet, notification letters, community and forum briefings, stakeholder briefings, statutory notices, media adverts, press releases, posters, social media and approaches to hard to reach groups). It also included information about suggested deposit locations for the consultation material.
- 3.4.13 As part of the consultation on the draft SoCC, local authorities were particularly asked for their feedback on Highways England's proposed primary consultation zone, consultation techniques and materials, event locations and dates and whether there were any local bodies or representative groups who should be consulted.
- 3.4.14 A copy of the draft (consultation version) SoCC is provided in Appendix F.
- 3.4.15 Responses were received from six of the seven local authorities consulted (Cambridgeshire County Council, Central Bedfordshire Council, Huntingdonshire District Council, Milton Keynes Council, Cambridge City Council and South Cambridgeshire District Council²¹). Copies of these responses are provided within Appendix H1 – H5).
- 3.4.16 Bedford Borough Council did not respond to the consultation. The Council was prompted for response by both email and telephone.

²¹ Cambridge City Council and South Cambridgeshire District Council provided a joint response to the Draft SoCC consultation.

- 3.4.17 A report summarising the local authority feedback on the draft SoCC and how the draft SoCC was updated to incorporate this feedback is provided in Appendix H6. This report was sent to all the local authorities on 4 June 2019. An example of how feedback from the local authorities influenced Highways England's plans for statutory consultation is the addition of a mobile visitor centre event to be held at Papworth Everard following comments from South Cambridgeshire District Council.
- 3.4.18 A copy of the published SoCC is provided in Appendix I.
- 3.4.19 The SoCC was made available for viewing at a number of venues in the vicinity of the Scheme for the duration of the consultation period (3 June 2019 to 28 July 2019). These venues are listed in **Table 3-3**.

Table 3-3: Availability of the SoCC in the vicinity of the Scheme (deposit locations)

Location	Opening hours	
Bedford Borough Council Cauldwell Street Bedford MK42 9AP	Monday to Thursday Friday Saturday and Sunday	8:45 – 17:00 8:45 – 16:45 Closed
Cambourne Library Sackville House Sackville Way Cambridge CB23 6HD	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	9:00 – 17:00 9:00 – 13:00 Closed 16:00 – 19:00 9:00 – 17:00 9:00 – 13:00 Closed
Huntingdonshire District Council St Marys Street Huntingdon Cambridgeshire PE29 3TN	Monday to Thursday Friday Saturday and Sunday	8:45 – 17:00 8:45 – 16:30 Closed
Huntingdonshire District Council St Neots Customer Service Centre The Priory Centre St Neots Cambridgeshire PE19 2BH	Monday to Friday Saturday and Sunday	9:30 – 15:30 Closed
Milton Keynes Central Library 555 Silbury Boulevard Milton Keynes MK9 3HL	Monday to Wednesday Thursday Friday Saturday Sunday	9:00 – 18:00 9:00 – 20:00 9:00 – 18:00 9:00 – 17:00 Closed
Papworth Library Pendril Court Ermine Street North Papworth Everard Cambridgeshire CB23 3UY	Monday Tuesday Wednesday Thursday Friday Saturday	Closed 10:00 to 13:00, 14:00 to 17:00 10:00 – 13:00 14:00 – 17:00 Closed 10:00 – 13:00

Location	Opening hours	
	Sunday	Closed
Sandy Library Market Square Sandy SG19 1EH	Monday Tuesday to Friday Saturday Sunday	Closed 9:00 – 18:00 9:00 – 16:00 Closed
South Cambridgeshire District Council South Cambridgeshire Hall Cambourne Business Park Cambourne Cambridgeshire CB23 6EA	Monday to Friday Saturday and Sunday	8:00 – 17:30 Closed
St Neots Library 1 Priory Lane St Neots Cambridgeshire PE19 2BH	Monday Tuesday Wednesday Thursday Friday Saturday Sunday	9:30 – 17:00 9:30 – 17:00 13:30 – 19:00 9:30 – 17:00 9:30 – 17:00 9:30 – 16:00 Closed

3.4.20 A s47 notice publicising the SoCC was published in the newspapers circulating in the vicinity of the Scheme as listed in **Table 3-4**. Copies of the final s47 notice as published (which clearly confirm the name of the publication and the date) are provided within Appendix M21, M22 and M23.

Table 3-4: SoCC (Section 47) notice publication dates

Date published	Newspaper
Monday 3 June 2019	Cambridge News
Wednesday 5 June 2019	The Hunts Post
Thursday 6 June 2019	Bedford Times & Citizen

3.5 Section 42 (statutory consultees)

- 3.5.1 S42 of the PA 2008 specifies who the applicant must consult about the proposed application. Those relevant to the Scheme are:
- Section 42(1)(a) – such persons as may be prescribed.
 - Section 42(1)(b) – each local authority that is within s43.
 - Section 42(1)(d) – each person who is within one or more of the categories set out in s44.
 - Section 42(1)(aa) and (c) – not applicable in this case as the Scheme is not located in Greater London and, following approach, it was established that the Marine Management Organisation (MMO) did not need to be consulted on the Scheme (see paragraph 3.5.7 for further detail).

- 3.5.2 A full list of consultees identified in accordance with s42(1)(a) and (b) is included in Appendix J. The consultees are set out in the format of Schedule 1 to the APFP Regulations.
- 3.5.3 All consultees identified in accordance with s42(1)(d) are listed in the Book of Reference [TR010044/APP/4.3] (see paragraph 3.5.16 for further detail).
- 3.5.4 Further explanation of the s42 consultees and how they were identified is provided as follows.

Identification of Section 42 consultees

Identification of Section 42(1)(a) prescribed consultees

- 3.5.5 The s42(1)(a) prescribed consultees were identified through careful adherence to Schedule 1 of the APFP Regulations. Highways England also included the organisations consulted by the Planning Inspectorate on the EIA Scoping Report.
- 3.5.6 The Scoping Opinion adopted by the Planning Inspectorate (on behalf of the Secretary of State) identified relevant statutory undertakers as presented in Table 2 of the Regulation 11(1)(a) list included in Appendix E1.

Identification of Section 42(1)(aa) Marine Management Organisation (MMO)

- 3.5.7 The Marine Management Organisation (MMO) must be consulted if the Scheme sits below the mean high-water springs mark or in any tidal river to the extent of the tidal influence. Highways England wrote to the MMO under s42(1)(aa), due to an inland waterway that could have potentially been affected by the Scheme, and did not receive a response. Further to this Highways England contacted the MMO to ask if they would like to respond to the consultation. The response subsequently sent by MMO can be found in Appendix K7 and contains what the licence team refer to as a “standard response for all works in, on or above the marine environment” which sets out the MMO’s delivery functions and provides advice which applicants should consider. Upon receiving this response, Highways England concluded that the matters that the MMO are responsible for weren’t relevant to the Scheme and therefore the MMO no longer needed to be consulted.

Identification of Section 42(1)(b) relevant local authorities

- 3.5.8 S42(1)(b) of the PA 2008 requires the applicant to consult with the local authorities identified in Section 43 of the PA 2008. The relevant local authorities are identified as those whose administrative area the application site is situated within and those local authorities with neighbouring boundaries.
- 3.5.9 The following local authorities were identified as “B” authorities for the purposes of s43 (shown in **Figure 3-2**):
- a. Bedford Borough Council
 - b. Central Bedfordshire Council
 - c. Huntingdonshire District Council
 - d. South Cambridgeshire District Council

- 3.5.10 The following local authorities share a boundary with the “B” authorities and are therefore “A” authorities for the purposes of s43 (shown in **Figure 3-2**):
- a. Aylesbury Vale District Council
 - b. Braintree District Council
 - c. Cambridge City Council
 - d. Dacorum Borough Council
 - e. East Cambridgeshire District Council
 - f. East Northamptonshire Council
 - g. Fenland District Council
 - h. Luton Borough Council
 - i. Milton Keynes Council
 - j. North Hertfordshire District Council
 - k. Peterborough City Council
 - l. St Albans City and District Council
 - m. West Suffolk Council
 - n. Uttlesford District Council
 - o. Wellingborough Borough Council
- 3.5.11 Cambridgeshire County Council is an upper-tier county council defined as a “C” authority for the purposes of s43.
- 3.5.12 The following local authorities share a border with Cambridgeshire County Council (the “C” authority for the purposes of s43) and are therefore defined as “D” authorities (shown in **Figure 3-3**):
- a. Buckinghamshire County Council
 - b. Essex County Council
 - c. Hertfordshire County Council
 - d. Lincolnshire County Council
 - e. Norfolk County Council
 - f. Northamptonshire County Council
 - g. Suffolk County Council
- 3.5.13 Buckinghamshire County Council is included in **Figure 3-2** as they are the local highways authority for Aylesbury Vale, and they are a neighbouring local highway authority for Central Bedfordshire.
- 3.5.14 **Figure 3-2** and **Figure 3-3** show the relevant local authorities for the Scheme.

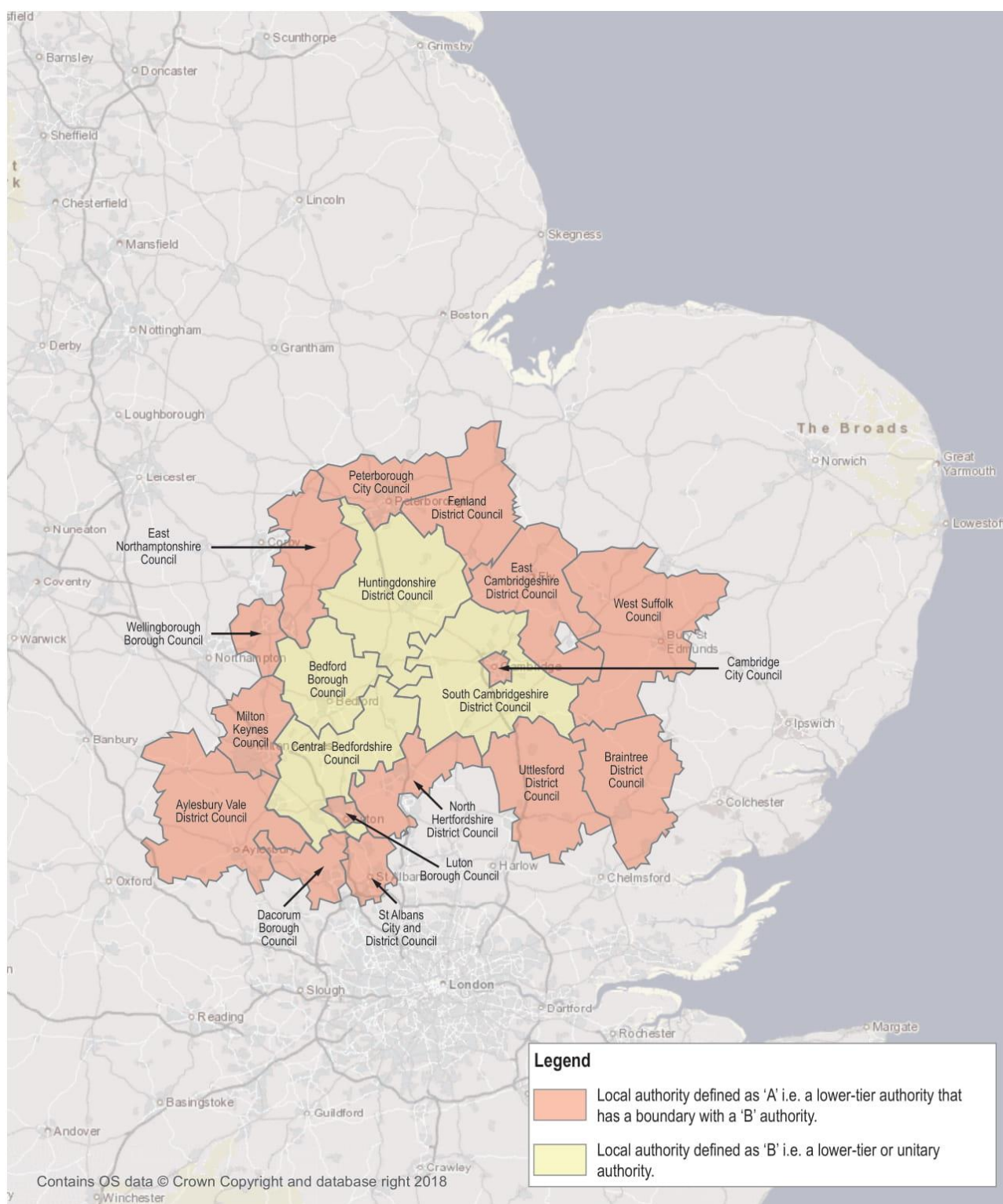


Figure 3-2: Defined A and B authorities for the purposes of Section 43

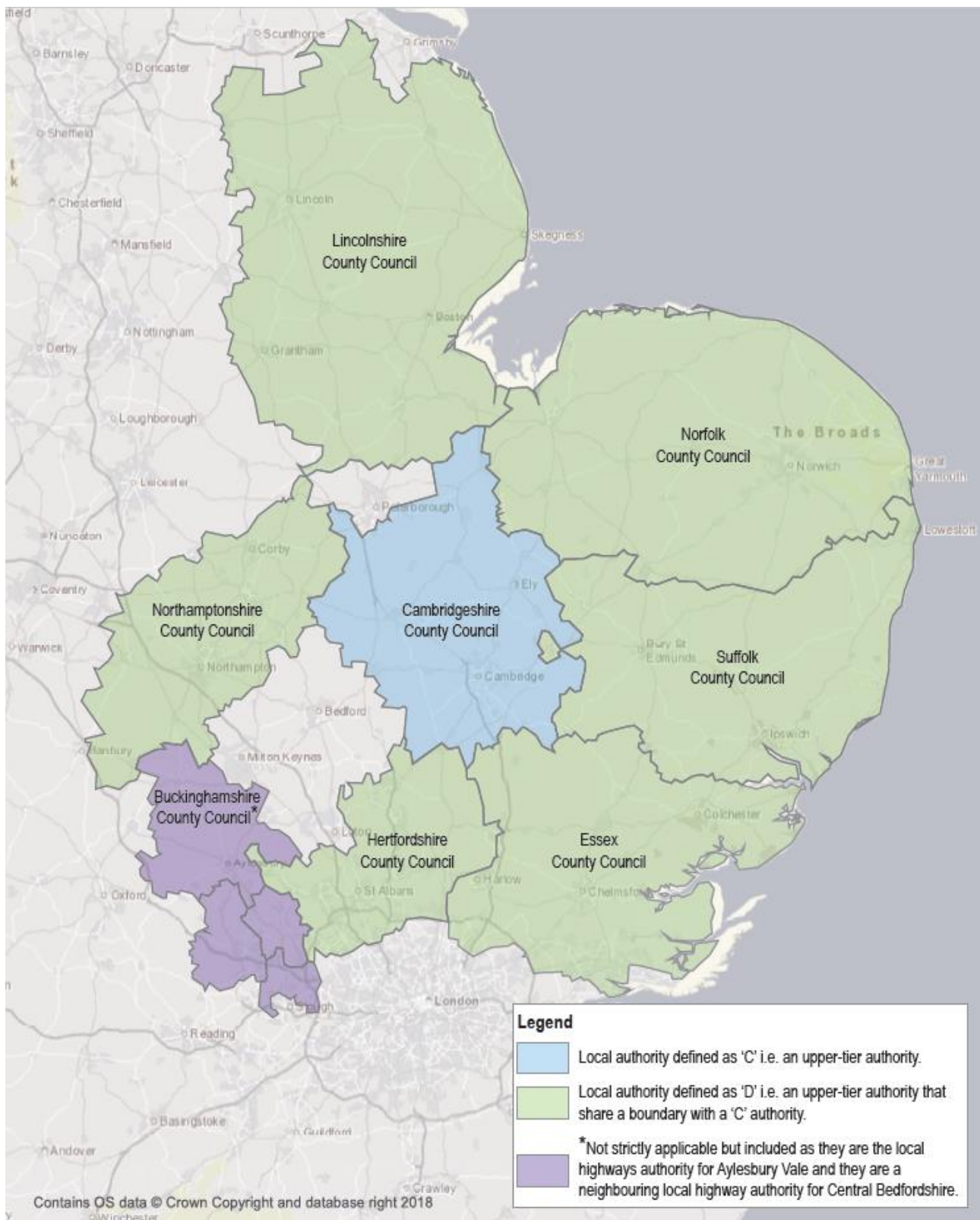


Figure 3-3: Defined C and D authorities for the purposes of Section 43

Identification of Section 42(1)(d) landowners and others with an interest in the land

- 3.5.15 S42(1)(d) of the PA 2008 states that the applicant must consult each person who is within one or more of the categories set out in s44. This includes any owner, lessee, tenant or occupier, any person interested in the land or who has power to sell, convey or release the land and any person entitled to make a relevant claim (as defined by s44(6) of the PA 2008).
- 3.5.16 In preparing the DCO application, Highways England has carried out diligent inquiry in order to identify all persons who fall within the categories set out in s44 of the PA 2008 for the Scheme. Such persons are listed in the Book of Reference [TR010044/APP/4.3].
- 3.5.17 All land interests have been consulted about the DCO application in accordance with s42 of the PA 2008 and as described in this section, with the exception of new parties identified shortly before submission who have been informed. These additional land interests were notified via letter that Highways England intended to make its DCO application shortly however despite the statutory and supplementary consultations on the Scheme having already taken place, there would be an opportunity to participate in the Examination process once the application for development consent had been submitted (see Chapter 12, section 12.3, paragraphs 12.3.3 to 12.3.5 for more information).
- 3.5.18 Diligent inquiry to identify affected landowners, those with interests in land, and those with a potential relevant claim was undertaken by Highways England's land referencing supplier. The categories of persons identified, and the methods used to identify the persons with an interest in the land, are outlined fully in the Land Referencing Methodology (Appendix P1).
- 3.5.19 Land referencing has been undertaken throughout the pre-application period to ensure that any changes in ownership or new interests have been identified, consulted and subject to engagement. This has been supplemented by ongoing one-to-one engagement with the affected land interests by Highways England's appointed land agent who is also responsible for the land referencing. Land registry updates have also been checked periodically.
- 3.5.20 The categories of persons that must be identified for the purposes of consultation under s42(1)(d) are prescribed in s44 of the PA 2008 as Categories 1, 2 and 3. Under PA 2008, diligent inquiry must be undertaken to identify persons who, by virtue of the nature of the interest they have in land, and the location of that land in relation to the land to which the application relates, come within Categories 1, 2 or 3.

Category 1 and 2 persons

- 3.5.21 Category 1 comprises owners, lessees, tenants (whatever the tenancy period) and occupiers of the land.
- 3.5.22 Category 2 comprises persons that are interested in the land or have the power to sell and convey, or to release, the land.

Category 3 persons

- 3.5.23 Category 3, as prescribed by s44 of PA 2008, comprises persons who the applicant thinks would or might be entitled to make a “relevant claim” for compensation, if the order sought by the application were to be made and fully implemented. A “relevant claim” is defined in PA 2008 as meaning a claim under s10 of the Compulsory Purchase Act 1965, or under Part 1 of the Land Compensation Act 1973, or under s152(3) of the PA 2008.

Assessment of Category 3 persons who may fall under Section 10 of the Compulsory Purchase Act 1965 (CPA 1965) and/or Section 152(3) of the PA 2008

- 3.5.24 Identification of Category 3 persons has been undertaken throughout the development of the Scheme, in order to inform its design and preparation of the DCO application.
- 3.5.25 In order to identify potential Category 3 persons who may have a claim pursuant to s10 of the CPA 1965 or s152(3) PA 2008, a review has been undertaken of all parties who would be potentially eligible for a potential relevant claim under s10 of the CPA 1965 and s152(3) PA 2008. These parties have been included, as well as carrying out a desk-based assessment to identify further properties with a potential claim. In addition, site visits were undertaken in order to assess properties that were not evident from the desk-based assessment. Discussions with landowners and those with interests in land have also taken place to identify any parties with rights across their land who may own land outside the Order Limits.
- 3.5.26 Furthermore, proposed new residential developments, identifiable from the Local Plan or from local authority information on developments with the benefit of planning permission were considered. As a result of this consideration, relevant identified developments have been consulted in accordance with s42 of the PA 2008 and are included in the Book of Reference [TR010044/APP/4.3].

Assessment of Category 3 persons which fall under Part I of the Land Compensation Act 1973 (LCA 1973)

- 3.5.27 In identifying potential claimants under Part I of the LCA 1973, physical factors and impacts of the Scheme were considered, including:
- Properties closest to the Scheme.
 - Properties identified as a receptor as a consequence of the property being located outside the Order Limits but in the vicinity of the Scheme.
- 3.5.28 Highways England’s land referencing team was provided with guidance from environmental specialists to identify those receptors potentially impacted by physical factors (noise, vibration, smell, fumes, smoke, artificial lighting and discharge of solid/liquid substance onto land). This guidance was based on the topography of the land and the likely significant effects arising from the Scheme. For example, the noise assessments had regard to information available at that time regarding:
- Background noise levels.
 - Distances to receptors.

- 3.5.29 Based on the above information, professional judgement was used to ascertain whether a person may have a relevant claim for compensation under s44(6) of the PA 2008, based on a worst-case assessment in February 2019. Following guidance from environmental and compensation specialists, a precautionary approach was adopted to include all those properties identified as potentially affected by a 3dB or greater increase in noise as a result of the Scheme as potential Category 3 parties. This process was undertaken for all of the physical factors set out in Part 1 of the LCA 1973, and in each case the parties and properties assessed in terms of potential relevant claims for that factor. No further potential relevant claims for other factors were identified outside of the proposed land requirements or area identified as affected by a 3dB noise increase.
- 3.5.30 As with directly affected landowners, all parties identified as potential s10 or Part 1 claimants were referenced through issuing Request for Information Forms and further follow up letters to correctly identify the parties affected.
- 3.5.31 Further details about the noise assessments and other environmental assessments undertaken can be found in Chapters 5 to 15 of the Environmental Statement [TR010044/APP/6.1]. A review of other physical factors was also undertaken again at this stage, which re-confirmed that no further potential relevant claims were anticipated outside of the Order Limits or properties identified as having a potential 3dB or greater increase in noise.

Diligent inquiry process

- 3.5.32 The Land Referencing Methodology undertaken to ensure the diligent inquiry was carried out is set out fully in Appendix P1. A summary of this process is as follows.
- 3.5.33 In order to identify persons coming within Categories 1, 2 and 3, referencing limits were established, comprising the proposed land requirements (including all land within the Order Limits), and properties within the area identified as having a potential increase in noise of at least 3dB (explained under the assessment for Part 1 claims above). The Order Limits were submitted to the Land Registry for a polygon plus service to identify all affected interested parties. These searches have been completed periodically with the first search being completed in June 2016. Further detailed searches were completed in December 2016, October 2018, February 2019 and again in May 2019 just prior to the commencement of statutory consultation in June 2019. Following the statutory consultation, three further searches were completed in February and June 2020 and a final check in November 2020. Subsequently, official copies of the Registered Titles and Plans were examined to identify all registered land interests. Periodic edition date checks with the Land Registry were obtained to ensure that any changes in title were identified. See Appendix P and Chapter 9 for details on the diligent inquiry process as the Scheme progressed.

- 3.5.34 On completion of the above initial desk-based exercise, the extent of unregistered land interests became known. In order to establish interests in unregistered land that falls within the referencing limits, public sources of information were used, including non-contact site observations, Rural Payments Agency website, Natural England, Companies House website, the relevant Highways Authority, records held by statutory undertakers, electoral registers and online resources. Discussions were also held as part of the engagement meetings to attempt to identify owners and occupiers of unregistered land. In cases where owners and occupiers of unregistered land could not be identified site notices were required (see Appendix P6 for the site notice template).
- 3.5.35 Following the initial non-contact methods outlined above, persons identified as a Category 1, 2 or 3 interest were issued with a letter and Request for Information Form (RFI) requesting return of information about their interests within the referencing limits. Copies of these materials are provided in Appendix P2 – P5. This was then followed up by telephone, site visits and letter contact and the offer of further face-to-face meetings to confirm land interest information. Where responses were not received, further forms and follow up letters were issued to parties to prompt a response, where appropriate.
- 3.5.36 Further information on the diligent inquiry process is provided in the Statement of Reasons [TR010044/APP/4.1].

Notifying Section 42 consultees

- 3.5.37 On 31 May 2019, Highways England sent all s42(1)(a), s42(1)(aa)²², s42(1)(b) and those identified as s42(1)(d) a letter to inform them of the start of the statutory consultation. The letters provided an overview of the Scheme, explained that the Scheme was EIA development and set out how to respond to the consultation. Some letters were not issued on this date due to an administrative oversight. These consultees and the date that they were issued a letter are identified in the table included at Appendix K4. All consultees were provided with a minimum of 28 days within which to respond to the consultation.
- 3.5.38 The letters also included a link to the Scheme web pages through which consultees could view other Scheme information such as details of the consultation events and deposit locations where documents could be viewed in hard copy²³; details of how to comment on the Scheme; and a link to the Planning Inspectorate's website where more information on Development Consent Orders can be found.
- 3.5.39 The letters were sent via Royal Mail Signed For® 1st Class in order to arrive on or before the first day of the statutory consultation period (3 June 2019). Enclosed with the letters was a USB memory stick which contained the following material:
- a. Statutory consultation booklet (Appendix M2).

²² Following initial approach, Highways England subsequently established that the Marine Management Organisation (MMO) did not need to be consulted on the Scheme. For more information, see paragraph 3.5.7.

²³ Details of the consultation events and deposit locations where documents could be viewed in hard copy were made available on Highways England's consultation hub²³ which is accessible via the Scheme web pages.

- b. Consultation response form (Appendix M3).
- c. A copy of the PEI (in the form of a PEI Report) accompanied by a Non-Technical Summary (Appendix M7).
- d. Scheme general arrangement drawings (showing the Order Limits) Appendix M4).
- e. A copy of the s48 notice first published on 3 June 2019 (Appendix M19) in accordance with Regulation 13 of the EIA Regs. The notice included information on how paper copies of the materials could be obtained for a cost or on a USB memory stick free of charge. The deadline for responses was set out as 28 July 2019, providing a period of 56 days.

(Consultation Materials)

3.5.40 In addition to the consultation materials listed at paragraph 3.5.39, the s42(1)(d) consultees received a full set of land plans showing the proposed Order Limits, both on the enclosed USB memory stick and in hard copies (a copy of the land plans can be found at Appendix M5).

3.5.41 The template for these letters can be found in Appendix K1, K2 and K3.

Managing return to senders

3.5.42 There were some instances where the letters, and their additional consultation materials sent to s42 consultees, were returned to sender. Any letters returned were investigated to determine why they had been returned and if any alternative methods of contacting the recipient could be identified. This involved researching alternative details for the land interest or prescribed consultee, involving desktop research, investigating Land Registry and, in some cases, discussions with other land interests. Where contact details were found, a new letter (with USB memory stick and s48 notice) was sent. A table listing all the instances of s42 letters being returned, and actions taken is included in Appendix K4.

3.5.43 In one instance, when referencing and preparing the s42 consultation mailing lists, it was identified that the party in question was no longer considered to be a consultee under s42 as checks through Companies House had identified them as being dissolved. In this instance, the letter was not resent to the company but to the Treasury Solicitor acting for the Crown as the company assets have become 'Bona Vacantia'²⁴ (when a company is dissolved all of its property, assets and cash are automatically passed to the Crown). The table in Appendix K4 identifies the letters that were returned to sender and the action that was taken for each.

²⁴ 'Bona Vacantia' means vacant goods and is the name given to ownerless property, which by law passes to the Crown. For more information visit www.gov.uk/government/organisations/bona-vacantia

- 3.5.44 When an alternative contact address was identified for the returned letter, if there was still adequate time remaining within the advertised statutory consultation period of 3 June 2019 to 28 July 2019 and the consultee would still be provided with 28 days or more to respond to the consultation, and for Highways England to be able to consider and take into account their comments on the Scheme, the letter and materials were re-sent to the alternative contact address (as shown in Appendix K4).
- 3.5.45 Where there was not sufficient time remaining in the advertised statutory consultation period and there would be less than 28 days for the consultee to respond, an amended targeted consultation letter was sent by Highways England (a copy of the template for this targeted consultation letter is included in Appendix K5). These targeted consultation letters provided a revised deadline for responses and ensured that a minimum period of 28 days to respond was given.
- 3.5.46 As mentioned at paragraphs 3.2.25 and 3.5.37, due to an administrative oversight some letters to statutory consultees were not issued on 31 May 2019. The letter template referred to in paragraph 3.5.45 was also used to consult these consultees. These consultees and the date that they were issued a letter are identified in the table included at Appendix K4. All consultees were provided with a minimum of 28 days within which to respond to the consultation.

3.6 Section 46 (notifying the Secretary of State)

- 3.6.1 Highways England wrote to the Infrastructure Planning Lead at the Planning Inspectorate on 30 May 2019 to provide formal notification of the commencement of the statutory consultation for the Scheme. In accordance with s46 of the PA 2008, enclosed with this letter were copies of the Consultation Materials that were provided to consultees identified under s42 of the PA 2008.
- 3.6.2 A copy of the letter to notify the Secretary of State of the proposed application for development consent is included in Appendix L1. The acceptance letter received in response from the Planning Inspectorate (on behalf of the Secretary of State) on 5 June 2019 is also included in Appendix L2²⁵.

3.7 Section 47 (local community consultation)

Identification of Section 47 consultees

- 3.7.1 S47 of the PA 2008 requires the preparation of “a statement setting out how the applicant proposes to consult, about the proposed application, those people living in the vicinity of the land”. Section 3.4 provides details of the production of the SoCC and the identification of the primary consultation zone. A plan showing the primary consultation zone is included in **Figure 3-1**.

²⁵ This letter is also included in Appendix D2 as the acceptance letter from the Planning Inspectorate also acknowledges that the Applicant (Highways England) notified the Planning Inspectorate that it intended to prepare and submit an Environmental Statement as part of its application for development consent for the Scheme, under Regulation 8(1)(b) of the EIA Regulations. This letter and its acknowledgement are referenced at paragraph 3.2.7.

3.7.2 In addition to those people living in the vicinity of the Scheme, Highways England also sought feedback on the proposals from businesses, business groups, environmental bodies and community groups (e.g. local business parks, RSPB and The Wildlife Trust). These groups were issued emails on the 6 June 2019 or letters dated 4 June 2019 (where an email address was not available) at the start of the consultation. Appendix M35 and M36 shows templates of both the email and letter that were sent to hard to reach and community groups. A complete list of the hard to reach and community groups that were written to is included at Appendix M56.

3.7.3 Members of the general public with an interest in the Scheme were also updated on progress via the Scheme web pages. Those who had subscribed for updates were notified automatically by email when new information had been published on the Scheme web pages (see Appendix M34 for the notification that was sent to those who were registered to receive these emails when the consultation launched).

Hard to reach groups

3.7.4 Ongoing engagement and the non-statutory consultation in 2017 indicated that a range of hard to reach groups and individuals live and work within the primary consultation zone. These people are less likely to participate in or respond to traditional consultation techniques in comparison to other consultees. They may find it harder to get involved in consultation and need additional support to access materials.

3.7.5 Prior to the statutory consultation in 2019, Highways England liaised with Central Bedfordshire Council, South Cambridgeshire District Council, Huntingdonshire District Council and Bedford Borough Council (within which the application site sits) to ask for potential hard to reach groups within their local authority areas. The hard to reach groups fell under the following categories:

- a. People with disabilities
- b. Black and minority ethnic groups
- c. Young people
- d. Travellers and gypsies
- e. The homeless
- f. Older people
- g. Gay, lesbian and bisexual
- h. Transgender
- i. People living in deprived areas
- j. Time poor people
- k. Geographically isolated people

- 3.7.6 Highways England identified 43 hard to reach groups in relation to the categories listed at paragraph 3.7.5. These groups were identified as a result of discussions with local authorities (also listed in paragraph 3.7.5) and desk-based research. All 43 hard to reach groups identified were invited to take part in the consultation. A copy of the template email and letter and the groups it was sent to is available in Appendix M35, M36 and M56.
- 3.7.7 Highways England also contacted all hard to reach groups and community groups (with phone numbers) by phone during the statutory consultation to check if they needed any further support or information to help them provide an informed response. Additional consultation materials were sent to 19 contacts by email, as requested. A list of the hard to reach and community groups contacted by telephone can be found in Appendix M57.

Publication of the SoCC

- 3.7.8 In accordance with the requirements of s47(6) of the PA 2008, Highways England published a s47 notice in three newspapers circulating in the vicinity of the Scheme stating where and when the SoCC could be inspected. Highways England also published the s48 notice in the same three publications in addition to The London Gazette, The Times and The Guardian. More information on the s48 notice can be found in section 3.8.
- 3.7.9 Copies of the s48 and s47 notices as they appeared in the newspapers are provided in Appendix N1- N9 and M21 – M23 respectively and details of when and where the notices appeared can be found in **Table 3-4** in section 3.4 (s47) and **Table 3-7** in section 3.8 (s48).
- 3.7.10 The SoCC was made available on Highways England's consultation hub²⁶ which is accessible via the Scheme web pages from 3 June 2019. It was also available at a series of deposit locations listed in **Table 3-3** from 3 June 2019 to 28 July 2019 and at all public consultation events, as listed in **Table 3-6**. For a list of all materials that were available at the deposit locations please see section 3.7.14.

Community consultation

- 3.7.11 During the statutory consultation Highways England sought views about the Scheme from people living in the vicinity, in accordance with s47 of the PA 2008. The principal activities Highways England undertook are listed in the SoCC which outlines its approach to consulting with the local community on the Scheme. The series of public consultation events which took place, the information available and the various methods and technology used to communicate the proposals are set out in detail below.

²⁶ Visitors to the Scheme web pages were directed to Highways England's consultation hub via the following embedded link to access the consultation material and find more information on the 2019 consultation:
<https://highwaysengland.citizenspace.com/he/a428-black-cat-to-caxton-gibbet-improvements/>

Materials produced to support consultation

- 3.7.12 To support the delivery of the consultation, Highways England produced a variety of materials to explain the proposals and what Highways England was consulting on and, to publicise the consultation, the methods via which people could respond and the date by which responses needed to be provided.
- 3.7.13 Core materials were made available on Highways England's consultation hub²⁷ which is accessible via the Scheme web pages. Documents were also available to view in hard copy at a number of deposit locations (listed in **Table 3-3**).

Consultation documents

- 3.7.14 The full suite of consultation materials included:
- Statutory consultation booklet – explaining the Scheme on which Highways England was consulting (Appendix M2).
 - Consultation response form – containing the specific questions on which Highways England was seeking feedback (Appendix M3). In addition to electronic and hard copies, this response form was also available to complete and submit online.
 - Map Books – three map books were produced: A428 Map Book 1 – General Arrangements; A428 Map Book 2 – Land plans; and A428 Map Book 3 – Engineering plans. These map books include a series of plans which illustrate the detail of the Scheme and landscaping measures (Appendix M4 – M6)
 - A428 Preliminary Environmental Information Report (PEI Report) Volumes 1 and 2 (available on Highways England's consultation hub which is accessible via the Scheme web pages²⁸)
 - Non-Technical Summary of the PEI Report (Appendix M7)

The documents referenced above are all available to view in Appendix M.

Additional material and equipment to support the consultation

- 3.7.15 The following were made available at the main exhibition events:
- Exhibition panels at the exhibition events. These were displayed in a logical order as visitors walked round the room. The panels that were on display are listed by title below and provided the following information (Appendix M8):
 - Welcome*
This panel introduced the consultation and the proposals.
 - Talk to our team*
This panel included a colour-coded lanyard system so that members of the public could identify the correct specialist to speak to at the event (the relevant coloured icons were also included on the pertaining panels with this panel serving as a key).

²⁷ Visitors to the Scheme web pages were directed to Highways England's consultation hub via the following embedded link to access the consultation material and find more information on the 2019 consultation:

<https://highwaysengland.citizenspace.com/he/a428-black-cat-to-caxton-gibbet-improvements/>

²⁸ As above.

- iii. *About the scheme*
This panel provided an overview of the Scheme.
 - iv. *New junctions*²⁹
This panel included a display of the proposed three new junctions.
 - v. *Why do we need this scheme?*
This panel provided an overview of the benefits the Scheme will bring.
 - vi. *Traffic*
This panel included an explanation of traffic models and how they were used to inform the Scheme.
 - vii. *Protecting the environment*
This panel explained how the Scheme may affect the environment and how the assessment of this has influenced the design.
 - viii. *Public rights of way: understanding your needs*
The panel explained how the needs of walkers, cyclists, horse riders and people with disabilities have been considered as part of the Scheme.
 - ix. *Construction*
This panel explained how Highways England will ensure it is a good neighbour during construction.
 - x. *Have your say*
This panel included details of how to respond to the consultation.
- b. A satellite map laid out on tables to show the full extent of the Scheme via aerial photography (Appendix M10)
 - c. Full scheme drawing – this drawing was presented on tables at the exhibitions so that members of the public could refer to the technical detail easily (Appendix M11)
 - d. A report on the outcome of the non-statutory consultation that occurred in 2017 (Appendix B16)
 - e. Development consent guide (Appendix M12)
 - f. The following Highways England publications (available here: <https://www.gov.uk/search/guidance-and-regulation>)
 - i. *Your property and blight*
 - ii. *Your property and Part 1 compensation*
 - iii. *Your property and compulsory purchase*
 - iv. *Your property and discretionary purchase*
 - v. *Your property and land surveys*

²⁹ On the first date of exhibition events (13 June 2019), it was identified that it would be helpful to include 'compass' on the graphics of the new junctions to help members of the public orientate themselves when viewing the detail. This feedback was taken on board, the graphics updated and the exhibition panel reprinted in time for the next event (a copy of this updated panel can be found at Appendix M9).

vi. *Your property and our road proposals*

- g. Smiley face terminal – this was placed as visitors left the room so they could provide feedback on how useful they found the consultation. The results are shown in Appendix M13.
- h. Hearing loop – for those who were hard of hearing, a hearing loop was provided so that these people could engage with members of staff at the exhibition events.

Technology

3.7.16 The following methods were used to communicate the Scheme:

- a. Scheme web pages – To enable people to access the range of consultation materials, the documents listed in paragraph 3.7.14 were available to download via the Scheme web pages throughout the consultation period and beyond. The report on the outcome of the non-statutory consultation held in 2017 (Appendix B16) and Development consent guide (Appendix M12) were also accessible on the Scheme web pages. During the statutory consultation period, the Scheme web pages received 24,688 unique views and Highways England's consultation hub³⁰ - where all consultation material is held - received 14,000 unique views.
- b. A428 app – made available via iPads at the events and enabled users to view the proposed Black Cat junction in augmented reality. The app was also available to download for free for android and IOS users (a screenshot of the A428 app can be found in Appendix M48). Information on how to download this was included in the statutory consultation booklet (Appendix M2).
- c. Scheme fly-through video – included drive-through visualisations, giving a driver's eye view of the Scheme. This played on loop on screens at the consultation events save for one of the shopping centre pop-up events (Harpur Centre in Bedford). The video has been available on the Scheme web pages since the first day of the statutory consultation period and has been heavily used by the local media. A screenshot of the fly-through video can be found at Appendix M49.
- d. VISSIM traffic model – this microsimulation was produced using software which modelled traffic behaviour. The intention was to show at this early stage how it was envisaged that Highways England will keep traffic moving through Black Cat roundabout during construction. The microsimulation played on loop on screens at the consultation events where an expert from the traffic team was available to talk visitors through what it was showing in detail. This was only available at the exhibition events. A screenshot of the VISSIM traffic model can be found at Appendix M50.
- e. Minecraft – an innovative tool to engage with a younger audience and broaden the reach of the consultation. The Scheme was built in Minecraft, a virtual land where players create and build using 3D building blocks. The model – a first for a major UK road scheme and the biggest of its kind – lets

³⁰ Visitors to the Scheme web pages were directed to Highways England's consultation hub via the following embedded link to access the consultation material and find more information on the 2019 consultation:
<https://highwaysengland.citizenspace.com/he/a428-black-cat-to-caxton-gibbet-improvements/>

young people freely explore the plans and share with their friends online. Providing the opportunity to explore the Scheme in the world of Minecraft (both at home using information on the Scheme web pages and at workshops held during the statutory consultation period) helped to demonstrate and build understanding and excitement around the benefits of the Scheme. There was a Minecraft 'station' at each of the exhibition events, where attendees were able to interact with the software and leave feedback on their experience. Information on how to join the server to play at home was included in the statutory consultation booklet. A screenshot of the Minecraft model can be found at Appendix M51.

Materials to publicise the consultation

- 3.7.17 The following materials were produced to publicise the consultation:
- a. Statement of Community Consultation – statement setting out how Highways England would consult local communities on the proposals (Appendix I).
 - b. Section 47 notice – publicising the SoCC (Appendix M20).
 - c. Section 48 notice – advert published in national and local press to publicise the Scheme and the statutory consultation (Appendix M19).
 - d. Consultation postcard – sent to all addresses within the primary consultation zone to provide a summary of the Scheme and publicise the statutory consultation (Appendix M24). For more information see paragraphs 3.7.23 to 25.
 - e. Consultation poster – distributed to parish councils for them to display as they saw fit (Appendix M27).
- 3.7.18 In addition to the methods listed at paragraph 3.7.16, Highways England publicised the consultation on Twitter and Facebook. Examples of a promotional tweet and the advert used on Facebook can be found at Appendix M30 and M31.
- 3.7.19 A press release was issued to local, regional and national press, radio and television on 3 June 2019 to publicise details of the consultation. A copy of the press release can be found at Appendix M33. A media event took place on 3 June 2019 at Wyboston Lakes to help promote the statutory consultation to the media. Local, and regional, online, TV and radio coverage was received, as shown in Appendix M58 – M67. There were articles in the Biggleswade Chronicle, Cambridge News and The Hunts Post. The press release was also issued to Bedford Independent, Milton Keynes Citizen, Luton Today, Beds Today, Cambs Times, Daily Telegraph, The Times, The Guardian, Daily Mail, Daily Express and The Sun though these papers did not provide any coverage.
- 3.7.20 An interview for commercial stations was recorded on 3 June 2019 at the statutory consultation media event. The interview was broadcast later that day on BBC Cambridgeshire and BBC Three Counties with Lee Galloway, Highways England Project Lead. Other media outlets who were invited to attend but didn't were: Heart Global East FM, BBC Cambridgeshire FM, BBC Three Counties FM, ITV News Anglia, BBC Look East.

- 3.7.21 An interview for BBC Look East News and That's Cambridge TV was recorded with Lee Galloway, Highways England Project Lead at the Cambridge service station consultation event on 10 June 2019 and broadcast later that day.
- 3.7.22 An email communication was sent to those registered to receive emails about the Scheme on 3 June 2019 (Appendix M34).
- 3.7.23 In accordance with the requirements of s47(6) of the PA 2008, Highways England sent a postcard containing details of the Scheme and the planned public consultation events to all residential and business addresses in the identified primary consultation zone.
- 3.7.24 The postcard was sent to 27,140 properties; slightly less than the number of letters sent to the consultation zone which was identified for the purpose of the non-statutory consultation in early 2017 (for more information see Chapter 2, paragraph 2.3.9). The difference in number of properties contacted at each consultation can be explained by the following factors:
- a. The immediate area considered to be affected by the Scheme had been narrowed through the route selection process, i.e. as a result of losing the two southerly route options (Pink and Purple). Therefore Highways England applied a different methodology to defining the primary consultation zone for the statutory consultation (see paragraphs 3.4.2 to 3.4.6).
 - b. Updated postcode data was used to incorporate any properties which had appeared since the non-statutory consultation in 2017.
- 3.7.25 The postcard was sent via second class post; dispatch commenced on 4 June 2019 and was completed on 6 June 2019. A copy of this postcard can be found in Appendix M24.
- 3.7.26 Emails were sent to parish councils that were consulted by Highways England including posters publicising the consultation and an offer to send on any additional consultation materials. They were asked to issue the posters through their established networks (including notice boards, newsletters, meetings and websites). A copy of this poster can be found in Appendix M27. The parish councils that were sent this poster are listed in row 11 of the table in Appendix J1.
- 3.7.27 To reach a wider audience, including road-users, beyond the primary consultation zone, Highways England commissioned the following additional communications activities:
- a. Newspaper adverts: Adverts were published to encourage responses to the consultation, followed by "Final call" adverts in the later weeks. These were published in the local newspapers listed in **Table 3-5** on the dates stated. Copies³¹ of these adverts can be found in Appendix M37 – M45.

³¹ With the exception of The Bedford Times & Citizen. There are no copies of these adverts in situ in the appendices as when the adverts were compiled The Bedford Times & Citizen were unable to provide back copies of the paper.

Table 3-5: Newspapers in which the statutory consultation adverts were published

Name of newspaper	Dates adverts were published
Bedford Times & Citizen	20 June 2019 27 June 2019 11 July 2019
Cambridge News	20 June 2019 27 June 2019 11 July 2019
Milton Keynes Citizen	20 June 2019 27 June 2019 11 July 2019
The Hunts Post	26 June 2019 3 July 2019 10 July 2019

- b. Newspaper website adverts: These adverts were aimed at a wider audience, including commuters and appeared as banner adverts on the websites of Cambridge News, Milton Keynes Citizen, Bedford Today and The Hunts Post. Illustrations of how three different types of advert were positioned in and around the website text are included in Appendix M32.
- c. Facebook paid-for advertising: Highways England produced adverts for targeted profiles of social media users between 25-54 years old. These were also targeted to reach people in the Scheme area and users of the A428. A copy of this advert can be found in Appendix M31.
- d. Minecraft: The use of Minecraft in the consultation material has also let Highways England take a step towards a positive legacy in the local area through school STEM initiatives. Highways England held three Minecraft STEM workshops with Year 4 at Castle Newham School, Bedford on 1 July 2019. Positive feedback was received from the school particularly as there is a lack of STEM opportunities for this age group (see paragraph 3.7.16e for more information on Minecraft). The Minecraft model allowed Highways England to engage with a wide geographical audience; a screenshot of the model can be seen in Appendix M51 and a visual representation of its geographic audience can be found at Appendix M52.
- e. Mumsnet promotion: Highways England paid for advertising on the Mumsnet website to target parents of school age children. Highways England also sponsored two Mumsnet affiliated bloggers to attend a consultation event on Monday 15 July 2019. This resulted in two sponsored blogposts on their own websites. The blogposts highlighted the Minecraft workshops available at the exhibition events and helped reach a wider audience (a copy of the articles can be found in Appendix M46). These activities helped to target parents of

children at all ages to promote Minecraft and the augmented reality app for use at home and at the statutory consultation events.

Public consultation events

- 3.7.28 Highways England held three different types of public consultation events at 15 different venues. The consultation events included exhibition events, pop-up events in shopping centres and use of the mobile visitor centre (engagement van). Staff were available at all events to explain the proposals and answer any questions the public had.
- 3.7.29 Locations for the consultation events were identified to try and make it as easy as possible for those likely to be affected or interested in the proposals to attend. Four of the six venues that had been used successfully during the non-statutory consultation were selected again for the statutory consultation exhibition events³². All venues were checked to ensure they were fully accessible and at each location a building risk assessment was carried out.
- 3.7.30 A series of eight public exhibition events were held at eight venues to support the statutory consultation. At these locations Highways England presented the Consultation Materials, including exhibition panels illustrating details of the proposals, large plans of the Scheme, visualisations playing on loop on screens and a Minecraft 'station', amongst other technology and material (see additional detail in paragraphs 3.7.15 and 3.7.16). Care was taken by the project team to ensure those in attendance from Highways England and across the supply chain represented all Scheme aspects and technical disciplines.
- 3.7.31 Use of the Highways England mobile visitor centre provided an opportunity to spread the word about the Scheme and to engage with a broad geographical audience. The van was taken to five locations; three within the immediate area of the Scheme, and two further afield in Milton Keynes and Cambridge to capture a variety of customers who may use the road. External posters³³ (which can be found at Appendix M14) were affixed to the outside of the van to draw interest from passing footfall, and large-scale Scheme drawings were displayed on the internal walls. Visitors could also view the fly-through of the Scheme on a screen inside the van in addition to the hard copy consultation materials provided for reference or to take away. Sticker packs from the Highways England 'Space invader' campaign were also included by request of a member of the public and available to take away. This campaign, launched in September 2018, aims to reduce the number of people who are killed and seriously injured on Highways England's roads, by making drivers more aware of tailgating.
- 3.7.32 In addition to the mobile visitor centre events Highways England also visited two shopping centres, publicised to those passing via a pop-up stand and wrap

³² All of the proposed venues for the main consultation events were included in the draft SoCC (Appendix F) which was reviewed by the relevant local authorities. No comment was made regarding the choice of venues in their feedback on the draft SoCC (Appendix H6).

³³ On the first date of the mobile visitor centre events (7 June 2019), a member of the public commented that one of the graphics including a visual representation of the Black Cat roundabout was orientated in a confusing direction (due north was pointing toward the ground when the poster was affixed to the vertical sides of the vehicle). This feedback was taken on board, the graphic re-orientated and the updated poster printed in time for the next event.

around banner. Copies of both of these can be found at Appendix M15 and M16. Hard copy consultation materials were available to view and take away.

- 3.7.33 The public were informed of the consultation events through a range of channels including advertisements in appropriate local newspapers, via the Scheme web pages, the media and direct communications.
- 3.7.34 Response forms were available at the consultation events for members of the public to record their comments. These could either be completed and deposited at the events, sent back via the Freepost address or completed and submitted online via the Scheme web pages.
- 3.7.35 The full list of public consultation events is shown in **Table 3-6**. A selection of photographs from the events can be found at Appendix M17.

Key stakeholder consultation events

- 3.7.36 In addition to the public consultation events, three further targeted events were held for specific audiences. The first was a launch event for selected stakeholder representatives and the local media which took place on the first day of the statutory consultation period at Wyboston Lakes (3 June 2019). This provided a preview of the information that would be on display at the exhibition events and a chance for key stakeholders to ask any questions. The list of invited representatives can be found in Appendix M54.
- 3.7.37 A preview event was organised for Category 1, 2 and 3 land interests immediately prior to the first formal public consultation event on 13 June 2019 at Wyboston Lakes. Both events provided attendees with the opportunity to view details of the Scheme and ask questions in advance of the exhibition events opening to the general public. A copy of the consultation event invitation to identified land interests can be found in Appendix M53.
- 3.7.38 A third targeted stakeholder event was held specifically for the Economic and Benefits, Environmental, Strategic Road Users and Non-Motorised Users³⁴ TWGs which were yet to have their inaugural meeting. This took place concurrently with the doors opening to the first public exhibition event, which was held on the same premises but in a nearby room. This enabled the project team to provide the TWGs with a tailored briefing that included a look ahead at future TWG meetings. Attendees were then taken across to the exhibition event to view the material and speak with members of the wider team in more detail. More information on TWGs is included in section 3.10 and an overview of their reporting structure, the invitees and purpose of the respective groups and the principal areas of discussion can be found at Appendix M1.

Table 3-6: Public consultation events undertaken within the local community

Event type	Date	Location
Public exhibition events	Thursday 13 June 2019 12:00 to 20:00	Wyboston Training Centre (Oakley Suite), Wyboston Lakes, Great North Road, Wyboston, Bedfordshire, MK44 3AL

³⁴ This group is now known as the Walkers Cyclists and Horse riders Technical Working Group.

Event type	Date	Location
	Friday 21 June 2019 12:00 to 20:00	St Neots Priory Centre, Priory Lane, St Neots, Cambridgeshire, PE19 2BH
	Monday 24 June 2019 12:00 to 20:00	Wyboston Village Hall, Wyboston, Bedford, MK44 3AG
	Saturday 29 June 2019 10:00 to 16:00	Newton Primary School, Caxton End, Eltisley, St Neots, Cambridgeshire, PE19 6TL
	Tuesday 2 July 2019 12:00 to 20:00	Stuart Memorial Hall, Church Street, Tempsford, Sandy, Bedfordshire, SG19 2AW
	Thursday 11 July 2019 12:00 to 20:00	Yelling Village Hall, High Street, St Neots, PE19 6SB
	Monday 15 July 2019 12:00 to 20:00	Doubletree by Hilton, Cambourne Cambridge Belfry, Back Lane, Cambourne, Cambridgeshire, CB23 6BW
	Thursday 18 July 2019 12:00 to 20:00	Roxton Village Hall, High Street, Roxton, Bedford MK44 3EB See information on amended postcode at paragraph 3.7.39.
Pop-up shopping centre events	Saturday 22 June 2019 9:00 to 16:00	Harpur Centre, Horne Lane, Bedford, MK40 1TJ
	Saturday 13 July 2019 10:00 to 15:00	Centre:MK, 24 Silbury Boulevard, Milton Keynes, MK9 3ES
Mobile visitor centre events	Friday 7 June 2019 8:30 to 14:30	Sandy Town Centre Car Park, 55-57 High Street, Sandy, SG19 1AG
	Sunday 9 June 2019 10:00 to 15:00	Sidney Street, Cambridge
	Monday 10 June 2019 15:00 to 19:00	Extra, Cambridge Services, A14/M11, CB23 4WU
	Saturday 15 June 2019 10:00 to 15:00	ASDA Milton Keyes, Bletcham Way, Bletchley, Milton Keynes
	Friday 12 July 2019 8:30 to 14:30	Pendril Court, Ermine Street North, Papworth Everard, Cambridge, CB23 3UY

3.7.39 The postcode for Roxton Village Hall shown in **Table 3-6** is the correct one for the venue, however the postcode printed in all of the consultation documents that referenced the consultation events was MK44 3EA. It came to the attention of

Highways England part way through the consultation period that this postcode, although it matched that shown on the venue's website, led to a residential property. Once this discrepancy was discovered, Highways England acted to counter it by updating the address details available via the Scheme web pages and on any further reprints of flyers. Additionally, Highways England liaised with the venue to ensure that Roxton Village Hall's website was also updated to show the correct postcode, and used on-site signage on the day of the event to redirect any visitors that may have had trouble finding the venue. As a matter of priority, Highways England hand delivered a letter (Appendix M55) to the properties that may have been affected by the discrepancy. This letter apologised for any inconvenience caused and relayed that Highways England would provide on-site signage on the day of the consultation event to redirect visitors. The letter was delivered on 4 July 2019, allowing two weeks' notice before the event (18 July 2019).

Deposit locations

- 3.7.40 Copies of the following documents were also made available at nine deposit locations for the duration of the consultation. Only the statutory consultation booklet and response form were available to take away; the rest of the material was for reference purposes only:
- The statutory consultation booklet and response form (Appendix M2 and M3)
 - The SoCC (Appendix I)
 - PEI Report³⁵ and Non-Technical Summary (Appendix M7)
 - Section 48 notice (Appendix M19)
 - Non-statutory consultation report (Appendix B16)
 - Map books: A428 Map Book 1 – General Arrangements, A428 Map Book 2 – Land plans and A428 Map Book 3 – Engineering plans (Appendix M4 – M6)
- 3.7.41 The deposit locations are listed as follows³⁶. This information was also available throughout the consultation period on Highways England's consultation hub which is accessible via the Scheme web pages.
- Bedford Borough Council – Cauldwell Street, Bedford, MK42 9AP
 - Cambourne Library – Sackville House, Sackville Way, Cambridge, CB23 6HD
 - Huntingdonshire District Council – St Mary's Street, Huntingdon, Cambridgeshire, PE29 3TN
 - Huntingdonshire District Council – St Neots Customer Service Centre, The Priory Centre, St Neots, Cambridgeshire, PE19 2BH
 - Milton Keynes Central Library – 555 Silbury Boulevard, Milton Keynes, MK9 3HL

³⁵ PEI Report Volumes 1 and 2 are available on Highways England's consultation hub at <https://highwaysengland.citizenspace.com/he/a428-black-cat-to-caxton-gibbet-improvements> (these documents are too large to append to this report).

³⁶ See paragraph 3.4.19 and **Table 3-3** for opening hours.

- f. Papworth Library – Pendrill Court, Ermine Street North, Papworth Everard, Cambridgeshire, CB23 3UY
- g. Sandy Library – Market Square, Sandy, SG19 1EH
- h. South Cambridgeshire District Council – South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridgeshire, CB23 6EA
- i. St Neots Library – 1 Priory Lane, St Neots, Cambridgeshire, PE19 2BH

3.7.42 The deposit locations were asked to inform Highways England if they were running low on copies of the statutory consultation booklet and response form. Highways England provided contact details for the deposit locations to get in touch in this instance. Where deposit locations had left over material at the end of the consultation Highways England arranged to collect and recycle it.

3.7.43 Appendix M18 shows photographs of the materials in one of the deposit locations.

3.8 Section 48 (publicity)

3.8.1 In accordance with s48(1) of the PA 2008 a notice publicising the Scheme was published in the prescribed manner, namely in accordance with Regulation 4(2) and with reference to Regulation 4(3) of the APFP Regulations.

3.8.2 The requirement for the s48 advertisement is for it to appear for at least two successive weeks in one or more local newspapers circulating in the vicinity of the Scheme; once in a national newspaper; and once in The London Gazette.³⁷

3.8.3 Copies of the s48 notice as it appeared in the various newspapers can be found at Appendix N.

3.8.4 **Table 3-7** provides details of where and when the s48 notices were published.

Table 3-7: Newspapers in which the Section 48 notice was published

Name	Region	Frequency	Circulation	Week 1:	Week 2 (local only):
National newspaper					
The London Gazette	National	Daily	Unknown	3 June 2019	N/A
The Guardian	National	Daily	141,160 (Print and online)	5 June 2019	N/A
The Times	National	Daily	417,298 (Print and online)	5 June 2019	N/A
Local newspaper(s)					
Cambridge News	Cambridge, Huntingdon, Haverhill	Monday-Saturday	94,320 (Print)	3 June 2019	10 June 2019

³⁷ As the Scheme does not relate to offshore development there was no requirement to publish it in Lloyds List or a fishing trade journal.

Name	Region	Frequency	Circulation	Week 1:	Week 2 (local only):
	and Royston				
The Hunts Post	All towns and villages surrounding Huntingdon	Wednesday	35,500 (Print)	5 June 2019	12 June 2019
Bedford Times & Citizen	Bedford, Bedford rural area, Ampthill rural area and Milton Keynes	Thursday	89,403 (Print) 20,000 (Online)	6 June 2019	13 June 2019

3.8.5 In accordance with Regulation 13 of the EIA Regulations a s48 notice was sent to the consultation bodies required under those regulations (see section 3.2 for further details).

3.9 Compliance with the SoCC commitments

3.9.1 S47(7) of the PA 2008 requires the applicant to carry out consultation in accordance with the proposals set out in the SoCC.

3.9.2 **Table 3-8** identifies each of the commitments made in the SoCC and identifies where these have been met in the delivery of the consultation. This includes Highways England's commitment to record the outcomes of any "*additional targeted consultation activities*" within this report. See chapters 6, 9, 10 and 11 for more information on the purpose of each of these respective subsequent consultations.

Table 3-8: SoCC compliance

Row no.	Commitment within the SoCC:	Accordance with commitment:
1	<i>As part of the pre-application consultation, the general public and statutory consultees will be able to comment on the contents of the PEI Report.</i>	The pre-application consultation sought feedback on the PEI report. See paragraph 3.3.6h. Prior to the launch of the pre-application consultation, statutory consultees were sent a copy of the PEI Report on a USB memory stick via first class post for review and feedback. See paragraph 3.5.39c. The PEI Report was made available via the Scheme web pages. This included the Non-Technical Summary (NTS), Volume 1 and Volume 2 of the report. See list at paragraph 3.7.14. Feedback received from the consultation is summarised in Chapter 4.
2	<i>Consultation events will be held at local venues and members of</i>	Highways England held three different types of public consultation events across 15 different venues. The

Row no.	Commitment within the SoCC:	Accordance with commitment:
	<i>the team will be available to answer questions about the Scheme. Visitors to the consultation events will be able to submit their consultation responses at the events if they choose to.</i>	consultation events included exhibition events at local venues within the vicinity of the Scheme, pop-up events in shopping centres (see row 3 in this table) and use of the mobile visitor centre. See paragraphs 3.7.28 to 3.7.35 and Table 3-6. Members of the project team were available at all events to explain the proposals and answer any questions the public had. See paragraphs 3.7.28 and 3.7.30. Response forms were available at the consultation events for members of the public to record their comments. These could either be completed and deposited at the events, sent back via the Freepost address or completed and submitted online via the Scheme web pages. See paragraph 3.7.34.
3	<i>We will also be holding pop-up style events at the following shopping centres: Centre:MK and the Harpur Centre</i>	Two pop-up events were hosted at the planned locations on the following dates: • Harpur Centre (Saturday 22 June 2019) • Centre:MK (Saturday 13 July 2019) Hard copy consultation materials were available to view and take away. See paragraph 3.7.32 and Table 3-6.
4	<i>Consultation events (including the dates and times of the pop-up style events) will be publicised in the local media, on social media and through posters in local venues. Details of consultation events will also be available on our Scheme website.</i>	The public were informed of the consultation events through a range of channels including advertisements in appropriate local newspapers, information on the Scheme web pages, the media and direct communications. See paragraph 3.7.33. Promotion included; consultation posters distributed to parish councils, posts on Twitter and adverts on Facebook and adverts in the local media. For the consultation launch a press release was issued to local, regional and national press, radio and television. See paragraphs 3.7.19 to 3.7.22. The date and times of the pop-up style events were not included on the poster or in the local media adverts. The omission of this information was not seen to cause prejudice and the consultation was nonetheless effective as this information was provided via Twitter and Facebook, the Scheme web pages and statutory consultation adverts in local papers (see paragraph 3.7.27 and Table 3-5). The posters did however point the reader to the Scheme web pages where the dates and times of the pop-up style events could be found.

Row no.	Commitment within the SoCC:	Accordance with commitment:
5	<i>A full summary of the Scheme, this SoCC, the consultation booklet, the consultation response form, the PEI Report, Non-Technical Summary of the PEI Report, and a Scheme/route map showing the full extent of the Scheme and the land needed to construct it will be available on our Scheme website</i> highwaysengland.co.uk/a428 during the consultation period.	To support the delivery of the consultation, Highways England produced a variety of materials to explain the proposals and what they were consulting. All the following materials, listed in the commitment within the SoCC, were made available via the Scheme web pages³⁸: • The SoCC • Consultation booklet (containing a full summary of the Scheme) • Consultation response form • PEI Report • NTS of the PEI Report • Scheme map All these materials, apart from the Scheme map, were also available at deposit locations during the consultation period. See paragraphs 3.7.10 and 3.7.40.
6	<i>We will send letters and emails to the local authorities and parish councils we consult on the Scheme, encouraging them to display a link on their website directing people to our Scheme website.</i>	Emails were sent to local authorities containing a link to the Scheme web pages in addition to direct links to the SoCC and further information on the consultation itself. Highways England asked the local authorities to promote the consultation or consultation events and get in touch with any questions. Emails were also sent to parish councils which enclosed posters publicising the consultation and included a link to the Scheme web pages. The parish councils were asked to issue the posters through their established networks (including notice boards, newsletters, meetings and their websites). See paragraph 3.7.26. For more information about the promotion of the statutory consultation via the local authorities and parish councils, see paragraphs 3.9.3 to 3.9.8.
7	<i>The consultation will be referenced on the Planning Inspectorate's website. Our Scheme website will also be accessible via the Planning Inspectorate's website.</i>	The Scheme web pages are accessible via the Planning Inspectorate's website at https://infrastructure.planninginspectorate.gov.uk/projects/eastern/a428-black-cat-to-caxton-gibbet-road-improvement-scheme A copy of the s46 notice acknowledgement was issued by the Planning Inspectorate on 6 June 2019 and was published to the documents section of the Scheme's page on their website on 14 June 2019. See section 3.6.

³⁸ Visitors to the Scheme web pages were directed to Highways England's consultation hub via the following embedded link to access the consultation material and find more information on the 2019 consultation:
<https://highwaysengland.citizenspace.com/he/a428-black-cat-to-caxton-gibbet-improvements/>

Row no.	Commitment within the SoCC:	Accordance with commitment:
8	<i>The consultation booklet will contain details of the Scheme and consultation events (including pop-up style events). It will be available online on our Scheme website, at events and at the deposit locations listed in section 9 of this SoCC and will be sent to those directly affected by the Scheme (i.e. those properties within the red line boundary).</i>	The booklet was made available to download via the Scheme web pages and available to view in hard copy at the deposit locations listed in section 9 of the SoCC. The booklet was available to take away from the public consultation events. See paragraphs 3.7.13, 3.7.16 and 3.7.40 to 3.7.41. The booklet was also sent to statutory consultees (including those properties within the Order Limits) at the beginning of the consultation period. See paragraph 3.5.39. Pages 11 to 77 of the booklet included an introduction to the Scheme, details of the proposals and the impact of the Scheme. Pages 78 to 83 provided information about the consultation, which included dates, times and venues for the consultation events, the shopping centre pop-up events and the mobile visitor centre events.
9	<i>We will post information about the Scheme and consultation events to those living in the primary consultation zone.</i>	Highways England sent a postcard containing details of the Scheme and the planned public consultation events to all residential and business addresses in the identified primary consultation zone. See paragraph 3.7.23 and 3.7.24.
10	<i>Where possible and when invited, we will speak to local council forums and community / area forums, including parish councils, affected by or in the vicinity of the Scheme.</i> <i>Where possible and when invited, we will brief local stakeholders affected by the Scheme.</i>	Three Community Forums, comprised of the parish councils and ward councillors affected by or in the vicinity of the Scheme, were briefed on the statutory consultation. These presentations were given to help the communities understand the proposals, support stakeholder relationships and promote the statutory consultation. See section 3.10 for more information on the Community Forums. At the start of the statutory consultation period three targeted events were held for specific audiences, including selected stakeholder representatives, identified land interests and the TWGs. The events provided a preview of the information that would be on display at the exhibition events and a chance for stakeholders to ask any questions. See paragraphs 3.7.36 to 3.7.38. Where possible and when invited, Highways England have briefed local stakeholders affected by the Scheme. For details of these meetings please see Table 3-9 for additional engagement in support of the statutory consultation and Table 3-10 for ongoing engagement with stakeholders post statutory consultation.
11	<i>Statutory notices to publicise the proposed DCO application and</i>	The s48 notice was published once in The Times, The Guardian and the London Gazette during the week

Row no.	Commitment within the SoCC:	Accordance with commitment:
	<i>this SoCC will be published as follows:</i> • <i>Proposed DCO application publicity notice (Section 48 Notice) – once in The Times, The Guardian and the London Gazette and for at least two successive weeks in local newspapers (for example, the Bedford Times & Citizen, Hunts Post and Cambridge News)</i> • <i>The SoCC notice (Section 47(6)(a)) Notice) – once in local newspapers (for example, Bedford Times & Citizen, Hunts Post and Cambridge News)</i>	commencing 3 June 2019. The notice was published twice in the Cambridge News, The Hunts Post and the Bedford Times & Citizen during weeks commencing 3 June and 10 June 2019. See section 3.8 and Table 3-7. The s47 notice was published in three newspapers circulating in the vicinity of the Scheme during week commencing 3 June 2019. The notice stated where and when the SoCC could be inspected. See paragraph 3.4.19 and 3.4.20 and Tables 3-3 and 3-4.
12	<i>We will advertise the public consultation by placing media adverts in local newspapers (for example, Bedford Times & Citizen, Hunts Post and Cambridge News). These adverts will promote the consultation and will include details of consultation events.</i>	Local adverts were placed in the Bedford Times & Citizen, Cambridge News, Milton Keynes Citizen and The Hunts Post. These were published to encourage responses to the consultation and attendance at events. See paragraph 3.7.27 and Table 3-5.
13	<i>Press releases detailing the consultation period and how the community and road users can get involved will be issued.</i>	A press release was issued to local, regional and national press, radio and television at the launch of the consultation. A media event took place on 3 June 2019 at Wyboston Lakes to encourage the local media to publicise the consultation and therefore promote the consultation to a wider audience. See paragraph 3.7.19 for more information about this event.
14	<i>We will send posters publicising the consultation to the parish councils we consult. We will ask them to issue the posters through their established networks (including notice boards, newsletters, meetings and websites).</i>	Posters publicising the consultation were sent to the parish councils that were consulted by Highways England. They were asked to issue the posters through their established networks (including notice boards, newsletters, meetings and websites). See paragraph 3.7.17e. As well as the copies of the posters provided to parish councils, information was provided for them to include on their community webpages. See paragraph 3.7.26.
15	<i>The public consultation will be advertised on Highways England's Twitter feed (@HighwaysEngland), which will be used to announce the start of</i>	Highways England publicised the consultation on Twitter. Contents of the tweets included links to the Highways England Facebook page where the locations of the consultation events could be found. Tweets also contained reminders for upcoming events

Row no.	Commitment within the SoCC:	Accordance with commitment:
	<i>the consultation, publicise the exhibitions and encourage responses to the consultation.</i>	and information on how to respond to the consultation. See paragraph 3.7.18. An example tweet issued from @HighwaysEAST ³⁹ included in Appendix M30.
16	<i>We will ensure that the contact telephone number and email address⁴⁰ for the Scheme are prominent on all published material, enabling individuals to contact the team with questions and requests.</i>	All published material, with the exception of individual maps, included the Highways England Customer Contact Centre telephone number and Scheme email address. Documents include: statutory consultation booklet; response form; Non-Technical Summary of the PEI Report; SoCC; s47 and s48 notices; consultation poster; consultation flyers and the consultation postcard containing details of the Scheme and the planned consultation events. The PEI Report included the Highways England Customer Contact Centre telephone number and Highways England's general email address, not the Scheme-specific email address. All materials referenced above are included in Appendix M.
17	<i>We will ensure that the consultation booklet and feedback form can be made available in alternative forms on request including large print and languages other than English.</i>	The statutory consultation booklet and response form included a contact telephone number for requesting the publication in an accessible format or in languages other than English. Both documents were also made available in a digital format to view and download via the Scheme web pages. See paragraphs 3.7.12 to 3.7.13.
18	<i>We will ensure that representatives of 'hard to reach groups' will be sent details about the consultation.</i>	An email, or letter, where an email address was not available, was sent to hard to reach groups to invite them to take part in the consultation. Highways England also contacted all hard to reach groups and community groups (with phone numbers) by phone during the statutory consultation to check if they needed any further support or information to help them provide an informed response. See paragraphs 3.7.4 to 3.7.7.
19	<i>We will collect and analyse all responses to the consultation before submitting the DCO application to the Planning</i>	Highways England analysed all the responses it received from the statutory consultation and grouped the responses by giving each comment a theme related to the matter raised. All responses were logged

³⁹ The original commitment written in the SoCC refers to promotional tweets issued from the @HighwaysEngland account. Highways England runs a number of twitter accounts and at the time of the consultation the @HighwaysEAST account was used. @HighwaysEAST is dedicated to regional news and reaches a more appropriate local audience than the national account, which is reserved for major operational, nation-wide announcements and driver behaviour campaigns.

⁴⁰ At the time of publication of the s47 and s48 notices, the previous email address was quoted: a428blackcattocaxtongibbet@highwaysengland.co.uk. This has since been shortened to info@a428.co.uk (as stated on the rest of the statutory consultation material). Any emails sent to the previous email address are automatically redirected.

Row no.	Commitment within the SoCC:	Accordance with commitment:
	<i>Inspectorate. We will record and carefully consider all responses received during the consultation period.</i>	within a consultation database, their consultee strand identified, and the consultee given a unique contact ID for identification purposes. This approach was taken to summarise the findings systematically and coherently. See Chapter 4, section 4.3.
20	<i>The responses to consultation will be taken into account when we finalise our DCO application before we submit it to the Planning Inspectorate.</i>	Chapters 4 and 5 present the matters arising from the statutory consultation under s42, s47 and s48 of the PA 2008 and Regulation 13 of the EIA Regulations 2017. The section sets out Highways England's regard to the matters and response to them. Table 5-16 summarises the Scheme changes as a result of the statutory consultation. See row 21 for references to the Scheme changes arising from the additional consultations.
21	<i>We will summarise responses in a Consultation Report which will include a description of how our DCO application was informed by the responses, including those from informal pre-application engagement and consultation, and outline any changes made as a result.</i> <i>If our Scheme changes significantly following this consultation, we may carry out additional targeted consultation activities, the outcomes of which will also be included in the Consultation Report. The Consultation Report will form part of our submission to the Planning Inspectorate, as required by Section 37(3)(c) of the Planning Act 2008.</i>	This Consultation Report sets out details of the regard given to the consultation responses, including how development of the Scheme has been influenced by information contained in responses to the non-statutory, statutory and additional consultations, how responses have been addressed, any changes to address responses and an explanation as to why responses suggesting changes to the Scheme have not been taken forward where this is the case. Due to a combination of refinements to the design, methods of construction and changes to the use and extent of the land Highways England need to build, maintain and operate the Scheme, following the statutory consultation in 2019, Highways England undertook additional supplementary consultation in summer 2020 (see Chapter 6). The following sections and tables within the report summarise changes made to the Scheme as a result of the respective consultations: • The feedback received from the non-statutory route and Black Cat roundabout options consultation identified a number of opportunities to improve the Scheme. See paragraph 2.5.2 for a summary of the changes made. • Table 5-16 summarises the Scheme changes as a result of statutory consultation. • Table 8-15 summarises the Scheme changes as a result of the supplementary consultation. How Highways England has had regard to the matters raised at the various consultation stages can be found in Chapter 5 and Appendix U (statutory consultation); Chapter 8 and Appendix V (Part 1) (supplementary

Row no.	Commitment within the SoCC:	Accordance with commitment:
		consultation); and in Appendix V (Parts 2 and 3) for the additional targeted consultations that followed.

Promotion of statutory consultation via local authorities and parish councils

- 3.9.3 As outlined in the commitments in the SoCC addressed in row 6 of **Table 3-8**, Highways England committed to sending emails and letters to the relevant local authorities and parish councils requesting that they display a link on their website directing people to the Scheme web pages.
- 3.9.4 Emails were sent to local authorities containing a direct link to the SoCC published on Highways England's consultation hub, in addition to a link to the Scheme web pages and further details on the statutory consultation (see Appendix M26 for a copy of this communication). It was requested that local authority contacts promote the consultation or consultation events. This request was not made via letter.
- 3.9.5 Due to an administrative error, the parish councils were not sent a request to share the link to the Scheme web pages via their community channels.
- 3.9.6 Despite this omission, the following information demonstrates that both local authority and parish council contacts also received requests to promote the Scheme via other means:
- The email sent to local authorities with the link to the Scheme web pages and request to help promote the consultation was also supplemented with a verbal request at the Strategic Stakeholder Board (SSB) meeting on 25 April 2019 and minuted by Highways England. Although via a different channel, the local authority contacts who would have received the letter containing this information, also received the request through the meeting itself. More information about the SSB can be found in paragraphs 3.10.4 to 3.10.6.
 - A separate request was sent via email to parish councils to share a copy of a promotional poster for the consultation through their established networks, in relation to a separate commitment outlined in row 14 of **Table 3-8**. The poster contained a link to the Scheme website. This email was sent to all parish councils on 9 June 2019 (see Appendix M25 for a copy of this communication). This allowed sufficient time for the parish to promote the Scheme within the seven remaining weeks of the consultation period (and exceed the statutory requirement of providing a minimum period of 28 days within which to respond).
- 3.9.7 The following parish or town councils shared details of the consultation on their website or social media: Cambourne Town Council, Gamlingay Parish Council, Great Barford Parish Council, Hail Weston Parish Council and Roxton Parish Council (see screenshots included in Appendix M47).
- 3.9.8 Furthermore the consultation was promoted to all those within the primary consultation zone through a range of different measures, ensuring a good level of awareness of the activity in the local community (see section 3.7 for more

information). All addresses falling within the parish councils' jurisdiction also fell within the primary consultation zone and received a postcard from Highways England which promoted the statutory consultation, highlighted the feedback channels and Scheme web pages. **Figure 3-1** provides a map of the primary consultation zone by parish council. This is in addition to the other publicity undertaken for the consultation which is outlined in section 3.7 and paragraphs 3.7.18 to 3.7.27.

Additional activities undertaken to promote and support the consultation

- 3.9.9 Highways England undertook a number of engagement activities during the statutory consultation in addition to those specified in the SoCC. These are listed in paragraph 3.9.10 and in section 3.10.
- 3.9.10 The Highways England mobile visitor centre was an additional method of engagement and resulted in five more consultation events than those listed in the SoCC. More information on the locations of the van and the materials available can be found in paragraph 3.7.31 and **Table 3-6**.

3.10 Ongoing engagement with stakeholders

- 3.10.1 To support the development of the Scheme, prior to, during and following the statutory consultation, Highways England has been engaging with various stakeholders including statutory bodies such as the relevant local authorities, heritage and environmental bodies, the local community and those with interests in land affected by the Scheme.
- 3.10.2 Further details of specific meetings and engagement activity which took place in the lead up to and during the statutory consultation period is included in **Table 3-9**.
- 3.10.3 As set out in **Table 3-9**, Highways England met first with the Strategic Stakeholder Board (SSB) to brief them on its plans for the statutory consultation. Presentations were then delivered to three Community Forums within the vicinity of the Scheme, prior to the launch of the consultation. These presentations were given to help the communities understand the proposals, support stakeholder relationships and promote the statutory consultation. More information on the SSB and Community Forums is found in paragraphs 3.10.4 to 3.10.10.

Table 3-9: Additional engagement activities undertaken in support of statutory consultation

Stakeholder	Activity	Date	Reason for engagement
Strategic Stakeholder Board (SSB)	Meeting	25 April 2019	Highways England held a meeting to brief the SSB on the upcoming statutory consultation.
Eastern Community Forum ⁴¹	Meeting	20 May 2019	Highways England held a meeting to brief the community forum on the upcoming statutory consultation.
Western Community	Meeting	21 May 2019	Highways England held a meeting to brief to brief the community forum on the upcoming

⁴¹ This was known as the Cambourne Community Forum at the time of the meeting.

Stakeholder	Activity	Date	Reason for engagement
Forum and Central Community Forum ⁴²			statutory consultation.
Bourn Airfield	Consultation event	27 June 2019	South Cambridgeshire District Council (via the Scheme's Highways and Planning TWG), invited Highways England to attend SCDC's consultation event given the level of interest locally in transport matters. Members of the project team manned a stand to help raise awareness of the Scheme, answering questions from members of the public and directing them to where they could find more information and how to participate in the current statutory consultation.

Engagement with Technical Working Groups (TWGs) and Community Forums

- 3.10.4 Following the statutory consultation, Highways England continued to engage regularly with stakeholders, through the three Community Forums and five TWGs, all of which report up into the Strategic Stakeholder Board (SSB). An overview of the SSB, TWGs and Community Forums, including a diagram of the reporting structure, the invitees and purpose of the respective groups and the principal areas of discussion can be found in Appendix M1.
- 3.10.5 The SSB was established in April 2019 when the inaugural meeting took place. Members include the Department for Transport (DfT) and senior figures from the local authorities and the group's purpose is to ensure that effective working and communication is maintained between key parties throughout the life of the Scheme. This is done by providing stakeholder context and information, monitoring activity at a strategic level and providing direction.
- 3.10.6 The SSB is supported by the TWGs and Community Forums which have evolved from those that were originally set up in 2016. The purpose of these groups has been to enable early input, informed discussion and advice to be shared between key stakeholders and Highways England in the development of the Scheme. The SSB provides oversight of the groups; to ensure their effectiveness and alignment, to address escalated issues and to provide guidance.
- 3.10.7 The five TWGs which have been set up for the Scheme are as follows:
- Highways and Planning TWG
 - Strategic Road Users TWG
 - Walkers Cyclists and Horse riders TWG
 - Environmental TWG

⁴² These were known as the Bedford Community Forum (Western) and St Neots Community Forum (Central) at the time of the meeting. The two Community Forums met together on this occasion due to limited venue availability and Highways England's intention to hold the briefing meetings as close together as possible so all communities received the same information around the same time.

e. Economic and Benefits TWG

3.10.8 The three Community Forums which have been set up for the Scheme are as follows:

- a. Western Area Community Forum
- b. Central Area Community Forum
- c. Eastern Area Community Forum

3.10.9 These forums have been developed from the original Bedford, St Neots and Cambourne Community Forums respectively (see Chapter 2 section 2.2.2) which have convened since the early stages of the Scheme's development. The Community Forums comprise parish council representatives and ward councillors across the route and were established for local bodies/groups to get up-to-date information about the Scheme, feed back into the Scheme about any local issues, and understand how the Scheme will progress.

3.10.10 Membership of all the aforementioned groups is not fixed and will flex according to the Scheme and stakeholder needs.

Ongoing engagement post statutory consultation

3.10.11 Highways England has also engaged with various groups in the local area to spread awareness of the Scheme. **Table 3-10** provides a summary of engagement with various stakeholders following the end of the statutory consultation.

Table 3-10: Ongoing engagement with stakeholders post statutory consultation

Stakeholder	Activity	Date	Engagement topic and description
Bedford Logistics Group	Presentation	1 October 2019	Bedford Borough Council invited Highways England to attend their Bedford Logistics Sector meeting to provide a presentation to key local haulage and distribution organisations. Members of the project team provided an overview of the Scheme proposals along with an update on the delivery programme and progress with preparation of the DCO application.
Chartered Institute of Building, Eastern Region, Cambridge Hub	Presentation	15 January 2020	Highways England were invited to present an overview of the Scheme to local members of the Chartered Institute of Building.
Cambridge Federation of the Women's Institute	Presentation	16 January 2020	Cambridge Federation of the Women's Institute invited Highways England to give a presentation of the outline of the Scheme to their members.
Cambridgeshire Chambers of Commerce, Huntingdonshire Construction and Property Network	Presentation	17 January 2020	Highways England were invited to give an overview of the Scheme and take part in a discussion on the growth opportunities in Huntingdonshire and if the Scheme would like to contribute to this.

Stakeholder	Activity	Date	Engagement topic and description
Mayor Palmer (Cambridgeshire and Peterborough)	Meeting	24 January 2020	The project team arranged a meeting with Mayor Palmer shortly after the 'Project Update' document was issued (see paragraph 4.7.32) and discussed this along with the legacy and benefits and of the Scheme as well as progress on the Cambridgeshire Autonomous Metro (CAM).
Richard Fuller MP (North East Bedfordshire)	Meeting	19 February 2020	The project team arranged a meeting with Richard Fuller MP for a meet and greet and to go over the Project Update document (see paragraph 4.7.32).
Wyboston, Chawston & Colesden Parish Council	Presentation	24 February 2020	The project team were invited by the parish council to attend the Wyboston Ward Forum Meeting and gave a presentation on the findings within the Project Update document (see paragraph 4.7.32) and a forward look of the Scheme's next steps.

Technical stakeholder engagement

- 3.10.12 Ongoing engagement with statutory environmental bodies from the early stages of the Scheme up to submission of the DCO application can be found in **Table 3-1**. All technical engagement activities with the affected local authorities which has taken place since the route and Black Cat roundabout options consultation in early 2017 can be found **Table 12-1** in Chapter 12.

Land interest engagement

- 3.10.13 As a result of ongoing landowner engagement and land referencing, one additional s42(1)(d) consultee was identified in the period between the end of the statutory consultation in 2019 and the start of the supplementary consultation in 2020 (for more information on the supplementary consultation, see Chapter 6). They were sent a s42(1)(d) letter and statutory consultation documents, on 19 October 2019, and were given until 1 December 2019 to respond to the consultation, to reflect their later notification. A template of the additional letter sent is included at Appendix K6. No response was received.

How Highways England responded to general Scheme enquiries

- 3.10.14 A Scheme email address⁴³ has been available to the public since the non-statutory consultation in 2017. This has enabled people with any comments or questions on the Scheme to contact the project team directly. The initial response time to queries received was 15 working days, but Highways England's shortened this timeframe to five working days in January 2019. There are no set targets for response times for ongoing correspondence.
- 3.10.15 Highways England's Customer Contact Centre has also been in existence for the duration of the Scheme's development and is available by calling 0300 123 5000.

⁴³ The current email address for the Scheme is info@a428.co.uk. Prior to the statutory consultation this address was a428blackcattocaxtongibbet@highwaysengland.co.uk. Any emails sent to the previous email address are automatically redirected.

This telephone line is for enquiries only and formal feedback to any consultations could not be provided using this telephone number.

3.11 Protective provisions for statutory undertakers

- 3.11.1 We are currently engaging with the statutory undertakers likely to be affected by the proposed Scheme with the aim of reaching agreements around protective provisions.
- 3.11.2 Appendix O provides a list of all statutory undertakers identified by the Planning Inspectorate in their Regulation 11 list and provides a summary of engagement activities to date.

4 Summary of responses to the statutory consultation

4.1 Structure of chapter

- 4.1.1 This chapter provides an overview of the responses received during the statutory consultation in 2019 and sets out the methodology Highways England has used to analyse them. This also includes an explanation of:
- The classification of respondent.
 - The process for how changes proposed in the feedback received have been considered.
- 4.1.2 The chapter also provides an overview of attendance at the public consultation events and a statistical breakdown of responses received, followed by a summary of the key comments arising. Section 4.9 provides a summary of the comments given in response to the statutory consultation by prescribed and selected non-prescribed bodies and organisations (see **Tables 4-4 to 4-95** which have been categorised by consultee strand).
- 4.1.3 The chapter demonstrates how Highways England has complied with the requirements of the PA 2008 and the Planning Inspectorate's Advice Notes and DCLG guidance in relation to the consideration of responses to consultation.

4.2 Overview of statutory consultation responses

- 4.2.1 Highways England has considered a consultation response to be any written communication received through the advised channels via email; post; submitted via the Scheme web pages or left at exhibitions, events or deposit locations for the Scheme during the consultation period. One response was also accepted late; see paragraph 4.6.7 for more information. The responses comprised:
- Online response form submissions (x 663)
 - Hard copy response forms (x 192).
 - Emailed response forms (x 8).
 - Email freeform letters (x 62)⁴⁴.
- 4.2.2 Comments received on social media or discussions about the Scheme at public exhibitions or briefings with consultees were not captured as formal consultation responses. Information on the channels through which consultation responses should be submitted was provided in key consultation documents and on Highways England's consultation hub⁴⁵ which is accessible via the Scheme web pages.

⁴⁴ This total excludes the consultation response from Historic England which was received on 26 February 2020 (see paragraph 4.6.7 for more information).

⁴⁵ Visitors to the Scheme web pages were directed to Highways England's consultation hub via the following embedded link to access the consultation material and find more information on the 2019 consultation:
<https://highwaysengland.citizenspace.com/he/a428-black-cat-to-caxton-gibbet-improvements/>

- 4.2.3 Highways England received 925 responses⁴⁶ to the statutory consultation under sections 42, 47 and 48⁴⁷ of the PA 2008. These responses varied in length and detail; some were very technical, whilst others were brief (for example, simply expressing support for or an objection to the proposals).
- 4.2.4 Respondents were identified by consultee strand as part of the analysis process. The consultee strand refers to which section of the PA 2008 they were consulted under, either s42 (explained in Chapter 3 of this report, section 3.5), s47 (explained in section 3.7) or in response to the s48 publicity (explained section 3.8).
- 4.2.5 In line with the requirements of s49 of the PA 2008, Highways England has had regard to all relevant responses. Due to the multiple points raised across the 925 responses, Highways England has undertaken analysis in accordance with the approach outlined in the Planning Inspectorate's Advice Note Fourteen which states:
- "If the level of response was significant it may be appropriate to group responses under headline issues. Care must be taken to ensure that in doing this the responses are not presented in a misleading way or out of context from the original views of the consultee. Where this approach has been adopted it should be clearly identified and explained in the main body of the report, including any safeguards and cross checking that took place to ensure that the responses were grouped appropriately."*
- 4.2.6 Highways England has analysed all statutory consultation responses it received by splitting each response into a number of constituent comments and associating these with a theme to allow them to be categorised and responded to. The application of themes allowed similar comments to be grouped by each theme / topic area. This approach was taken to summarise the findings systematically and coherently. The 'coding' process is explained in more detail in section 4.3.
- 4.2.7 **Tables 5-1 to 5-15** in Chapter 5 provides summarise the matters raised in the responses received to the statutory consultation by theme, and show who made which comment by consultee strand. The tables also summarise Highways England's response to the matters raised and identifies if the comment resulted in a change to the Scheme. If changes were suggested but not taken forward, the reason for this is explained in Highways England's response.
- 4.2.8 Appendix U sets out the information summarised in **Tables 5-1 to 5-15** in more detail by listing comments raised by s42 consultees verbatim, and identifying consultees by name where appropriate (for more information see paragraph 4.3.9). Appendix U is comprised of five separate documents, one for each consultee strand and another specifically for Historic England's late response (for more information see paragraph 4.6.7).

⁴⁶ The consultation response from Historic England has not been included in the quantitative data within this chapter of the report. A qualitative summary of their response can be found at **Table 4-95** in Chapter 4 and **Table 5-15** in Chapter 5 which demonstrate the due regard which Highways England has had to this response.

⁴⁷ No respondents stated they were replying in response to the s48 notice.

- 4.2.9 Section 5.4 in Chapter 5 provides a summary of design changes that occurred following the statutory consultation, taking into consideration the feedback received.

4.3 Method of analysis

- 4.3.1 The response form (found in Appendix M3) invited consultees to respond to the following questions about the Scheme. It also asked a number of optional questions about respondents and their relationship to the Scheme, how they heard about the consultation and what they thought of various aspects of the consultation.

- 2a: *Do you support or oppose the detailed alignment of the new dual carriageway?*
(Respondents could choose between 'Strongly support', 'Support', 'Neutral', 'Oppose', 'Strongly oppose' and 'Don't know')
- 2b: *Please provide us with any comments you may have on the detailed alignment of the new dual carriageway.*
- 2c: *Do you support or oppose the refined design for Black Cat junction?*
(Respondents could choose between 'Strongly support', 'Support', 'Neutral', 'Oppose', 'Strongly oppose' and 'Don't know')
- 2d: *Please provide us with any comments you may have on the refined design for Black Cat junction.*
- 2e: *Do you support or oppose the design for Cambridge Road junction?*
(Respondents could choose between 'Strongly support', 'Support', 'Neutral', 'Oppose', 'Strongly oppose' and 'Don't know')
- 2f: *Please provide us with any comments you may have on the design for Cambridge Road junction.*
- 2h: *Do you support or oppose the design for Caxton Gibbet junction?*
(Respondents could choose between 'Strongly support', 'Support', 'Neutral', 'Oppose', 'Strongly oppose' and 'Don't know')
- 2i: *Please provide us with any comments you may have on the design for Caxton Gibbet junction.*
- 2j: *Do you support or oppose the changes to the existing A428 junction at Eltisley?*
(Respondents could choose between 'Strongly support', 'Support', 'Neutral', 'Oppose', 'Strongly oppose' and 'Don't know')
- 2k: *Please provide us with any comments you may have on the changes to the existing A428 junction at Eltisley.*
- 2l: *Please provide us with any comments you may have on the proposed design for the A428 Black Cat to Caxton Gibbet improvements scheme. Please specify the location that your comments relate to.*
- 3a: *Please provide us with any comments you may have on the Preliminary Environmental Information Report (PEI Report).*

- 3b: *Do you have any additional suggestions you would like us to consider to mitigate the environmental impacts of the scheme contained in the PEI Report?*
- 4a: *Do you support or oppose the proposed routes for walkers, cyclists and horse riders?*
(Respondents could choose between 'Strongly support', 'Support', 'Neutral', 'Oppose', 'Strongly oppose' and 'Don't know')
- 4b: *Please provide us with any comments you may have on our proposed routes for walkers, cyclists and horse riders.*
- 5a: *Do you have any other comments you would like to make about the scheme?*

- 4.3.2 In addition to the response form, written freeform consultation responses were also received and accepted. All consultation responses, regardless of which consultee strand they were from or the format they were received in, were analysed in the same way.
- 4.3.3 All responses were logged within a consultation database, their consultee strand identified and the consultee given a unique contact ID for identification purposes.
- 4.3.4 An online survey system was used to enable response forms to be completed and captured electronically, then uploaded into the consultation database. Any responses received in paper copy or via email were manually inputted into the consultation database.
- 4.3.5 Once uploaded into the database, a process of coding began. As outlined in paragraph 4.2.6, each response was read and dissected into individual, relevant comments. Each comment was assigned a theme.
- 4.3.6 This iterative process of categorising comments into discrete codes based on relevant themes enabled repeated comments to be grouped under an umbrella summary and accurate analysis to commence. These themes were driven by discipline area and geographies, and include the following:
- a. General
 - b. Overall support
 - c. Overall oppose
 - d. Consultation
 - e. Environmental Impacts and Mitigation Strategies
 - f. Air Quality
 - g. Ecology and Biodiversity
 - h. Landscape and Visuals
 - i. Noise and Vibration
 - j. Traffic
 - k. Design
 - l. Construction

- m. Walkers, Cyclists and Horse riders
- n. Land Use and Assets
- o. Economic
- p. Planning

- 4.3.7 The themes listed at paragraph 4.3.6 are presented in the same order as they appear in the tables included at Appendix U⁴⁸.
- 4.3.8 In order to produce the summary tables which make up Chapter 5 of this report, summaries were also created to capture comments. As per Advice Note Fourteen these have been checked to ensure that they are reflective of the comments raised, and checks were undertaken periodically throughout the process.
- 4.3.9 Appendix U⁴⁹ provides s42(1)(a), (b) and (d) consultee comments verbatim, organised by the themes detailed at paragraph 4.3.6 and identifies who raised each of these comments by consultee strand. Comments from s47 consultees are reported in summary within Appendix U, with similar comments pooled together - however all issues have been detailed and responded to. Statutory consultees and organisations are named in Appendix U so it is clear which consultees raised specific matters. The identities of private individuals (s42(1)(d) land interests and s47 consultees) are not included in Appendix U for data protection purposes; land interests have been assigned a unique code. Similarly responses have been anonymised where necessary to protect personal information (in accordance with the General Data Protection Regulations).
- 4.3.10 This review and analysis process also meant that as comments were identified as requesting specific changes to the Scheme these were highlighted for review. A weekly call was undertaken to review comments which specifically requested changes to the Scheme. These were shared with the relevant discipline for their consideration and logged. Where a request for a change has resulted in a change to the Scheme this has been marked as such within Appendix U.
- 4.3.11 Section 5.4 in Chapter 5 provides a summary of all the changes that were made taking into consideration feedback received from the statutory consultation.

4.4 Classifying respondents

4.4.1 Advice Note Fourteen states:

“We advise that applicants group responses under the three strands of consultation as follows:

- *S42 prescribed consultees (including s43 and s44)*
- *S47 community consultees*
- *S48 responses to statutory publicity*

⁴⁸ Whilst the themes listed in paragraph 4.3.6 were identified for the statutory consultation responses, not all of them apply to the responses received to the subsequent consultations which are covered later in the report (and included in Parts 1, 2 and 3 of Appendix V).

⁴⁹ Appendix U is comprised of five separate documents, one for each consultee strand and another specifically for Historic England's late response (for more information see paragraph 4.6.7).

The list should also make a further distinction within those categories by sorting responses according to whether they contain comments which have led to changes to matters such as siting, route, design, form or scale of the Scheme itself, or to mitigation or compensatory measures proposed, or have led to no change.

A summary of responses by appropriate category together with a clear explanation of the reason why responses have led to no change should also be included, including where responses have been received after deadlines set by the applicant.”

- 4.4.2 In line with this advice and as referenced in the preceding sections of this report, Highways England categorised each respondent within one of the following consultation strands:
- a. Section 42(1)(a) – prescribed consultees
 - b. Section 42(1)(b) – local authorities whose boundaries the Scheme falls within or bordering authorities
 - c. Section 42(1)(d) – those with interests in land affected by the Scheme or entitled to make a relevant claim
 - d. Section 47 – local community
 - e. Section 48 – responses to statutory publicity
- 4.4.3 The response form for the consultation asked people to provide their address, or at least their postcode, in order to help identify their consultee strand and also to understand the consultation’s reach. It also asked if respondents held any interests or rights, such as private rights of way or sporting rights, covered by the Scheme and, if so, whether they had received a s42 letter to notify them of the consultation. However the classification of consultees has been superseded by additional checks for identifying information within the content of the response. Additionally, the form asked whether responses were being submitted on behalf of an organisation, business or campaign group. It should be noted that the responses to these questions did not result in the comments being weighted or given any more priority than others.
- 4.4.4 S42 responses have been identified by the following methods:
- a. Respondent provided information, for example the organisation name, allowing cross reference with the statutory consultee s42(1)(a) and local authority s42(1)(b) lists
 - b. Respondent identified themselves as an affected land interest on the response form
 - c. Respondent provided full address details which were cross referenced against the s42(1)(d) list
- 4.4.5 Where Highways England could not positively identify a respondent to the statutory consultation as being a s42 consultee, they were identified as a s47 consultee.
- 4.4.6 Although s48 notices were sent to all s42 consultees, no respondent stated they were replying in response to the s48 notice.

- 4.4.7 Detailed written responses were received from a number of stakeholders, including s42 consultees, and were processed the same way as response forms as per the methodology outlined in section 4.3.

4.5 Event attendance

- 4.5.1 This section summarises the attendance at the public consultation events held to support the statutory consultation.
- 4.5.2 15 public consultation events were held to support the statutory consultation. In addition, two invite-only events also took place on the day of the first main consultation event on 13 June 2019 at Wyboston Training Centre, at the Wyboston Lakes resort. These preview and briefing events were specifically arranged for affected land interests and Technical Working Groups (see Chapter 3 for more information). In total 2,493 people attended across all events, as set out in **Table 4-1**.
- 4.5.3 Attendees were invited to sign into the events. Some attendees chose not to sign in, so numbers were separately counted and recorded.

Table 4-1: Attendance figures at the public consultation events

Date	Time	Event type and location	Attendance
Friday 7 June 2019	8:30 to 14:30	Mobile visitor centre event Sandy Town Centre Car Park	66
Sunday 9 June 2019	10:00 to 15:00	Mobile visitor centre event Sidney Street, Cambridge	336
Monday 10 June 2019	15:00 to 19:00	Mobile visitor centre event Cambridge Extra Services	73
Thursday 13 June 2019	10:00 to 11:00	Land interest-specific event Wyboston Lakes	63
	12:00 to 13:00	Technical Working Group event Wyboston Lakes	5
	12:00 to 20:00	Main consultation event Wyboston Lakes	182
Saturday 15 June 2019	10:00 to 15:00	Mobile visitor centre event ASDA Milton Keynes	314
Friday 21 June 2019	12:00 to 20:00	Main consultation event Priory Centre	335
Saturday 22 June 2019	9:00 to 16:00	Pop-up event Harpur Centre	210
Monday 24 June 2019	12:00 to 20:00	Main consultation event Wyboston Village Hall, Wyboston	125
Saturday 29 June 2019	10:00 to 16:00	Main consultation event Newton Primary School, Eltisley	118
Tuesday 2 July 2019	12:00 to 20:00	Main consultation event Stuart Memorial Hall, Tempsford	100

Date	Time	Event type and location	Attendance
Thursday 11 July 2019	12:00 to 20:00	Main consultation event Yelling Village Hall, Yelling	89
Friday 12 July 2019	8:30 to 14:30	Mobile visitor centre event Pendril Court, Papworth Everard	79
Saturday 13 July 2019	10:00 to 15:00	Pop-up event Centre:MK	69
Monday 15 July 2019	12:00 to 20:00	Main consultation event DoubleTree Hilton, Cambourne	115
Thursday 18 July 2019	12:00 to 20:00	Main consultation event Roxton Parish Hall, Roxton	214
Total			2,493

4.6 Statistical summary of responses

4.6.1 In total 925 responses were received to the statutory consultation. As illustrated in **Figure 4-1**, 663 were online response form submissions, 192 were hard copy response forms, eight were emailed response forms and 62 were email freeform letters.

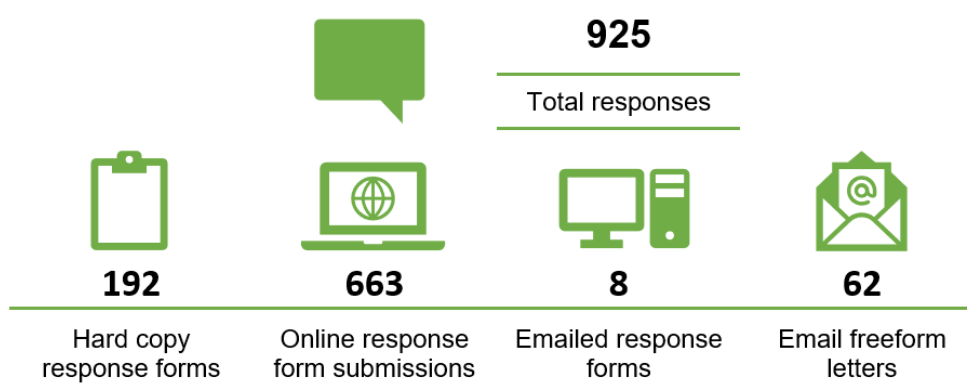


Figure 4-1: Breakdown of response to the statutory consultation by method

4.6.2 **Table 4-2** provides a breakdown of the responses received under each consultee strand of the statutory consultation as described in section 4.4. In total, 84 responses were received from s42 consultees (of all categories) and 841 responses from s47 and s48 consultees.

4.6.3 Where consultees fall into more than one consultee strand, they have only been counted once in **Table 4-2**.

- 4.6.4 The total for s42(1)(b) includes a singular response from Cambridge and Peterborough Combined Authority, which is a joint response submitted by Cambridge City Council, Cambridgeshire County Council, the Greater Cambridge Partnership, Huntingdonshire District Council and South Cambridgeshire District Council. It has been counted as a s42(1)(b) response due to the nature of the comments raised.

Table 4-2: Breakdown of responses to the statutory consultation by consultee strand

Consultee strand	Strand reference	Number of responses to the statutory consultation
Prescribed consultees	Section 42(1)(a)	37
The Marine Management Organisation (MMO)	Section 42(1)(aa)	0 ⁵⁰
Local authorities	Section 42(1)(b)	6 (includes joint local authorities response)
Land interests	Section 42(1)(d)	43
Local community	Section 47	841
Responses to statutory publicity	Section 48	0 ⁵¹

- 4.6.5 As set out in Chapter 3, a number of community and interest groups and organisations that are not prescribed consultees for the purposes of s42 of the PA 2008 were invited to take part in the consultation. A list of these organisations is included in Appendix M56.

- 4.6.6 In addition, other groups and organisations responded to the consultation. Through checking contact information, Highways England determined whether these are s42 consultees. If not, these have been classified as s47 consultees.

Late response from Historic England

- 4.6.7 Highways England received a late response to the statutory consultation from Historic England on 26 February 2020. As it was received after the end of the statutory consultation, it is not included in the statistical summary of statutory consultation responses within this section (4.6). A summary can be found at **Table 4-95** and is included in individual table within Chapter 5 (**Table 5-15**) and Appendix U⁵², which demonstrate the due regard which Highways England has had to this response.

⁵⁰ Highways England consulted the MMO as part of the statutory consultation, and initially received no response. Follow up engagement established that they were not relevant to the Scheme (see paragraph 3.5.7 for further detail) and did not need to be consulted going forward.

⁵¹ No respondents stated they were replying in response to the s48 notice.

⁵² The regard had to Historic England's response can be found at the end of Appendix U.

4.7 Summary of closed questions in consultation response form

4.7.1 This section provides a summary of the quantitative data provided by those who responded using the consultation response form (comprising 863 hard copy or online submissions). The vast majority of those who provided feedback via the response form were s47 consultees. A copy of the response form is in Appendix M3 and the results which follow are in the same order of questions as they appeared.

About the respondent

4.7.2 Question 1f of the response form focused on respondents' primary interest in the Scheme. 860 respondents provided a valid response to this question, where more than one option could be selected, if applicable. The results for this question are shown in **Figure 4-2**.

4.7.3 As shown in **Figure 4-2**, 85% of respondents (732) were regular users of the road in a private vehicle; 68% of respondents (581) were local residents; 10% (84) were regular users of the road for public transport; 10% of respondents (83) were regular users of the road to cycle; 8% of respondents (65) used the road for walking; 7% of respondents (60) used the road in a commercial vehicle; 7% (58) owned local businesses and 1% (11) used the road for horse-riding. 3% of respondents (24) also recorded 'Other' as another primary interest in the Scheme, including those who stated they were 'land owners', 'local council' and 'occasional users of the road'.

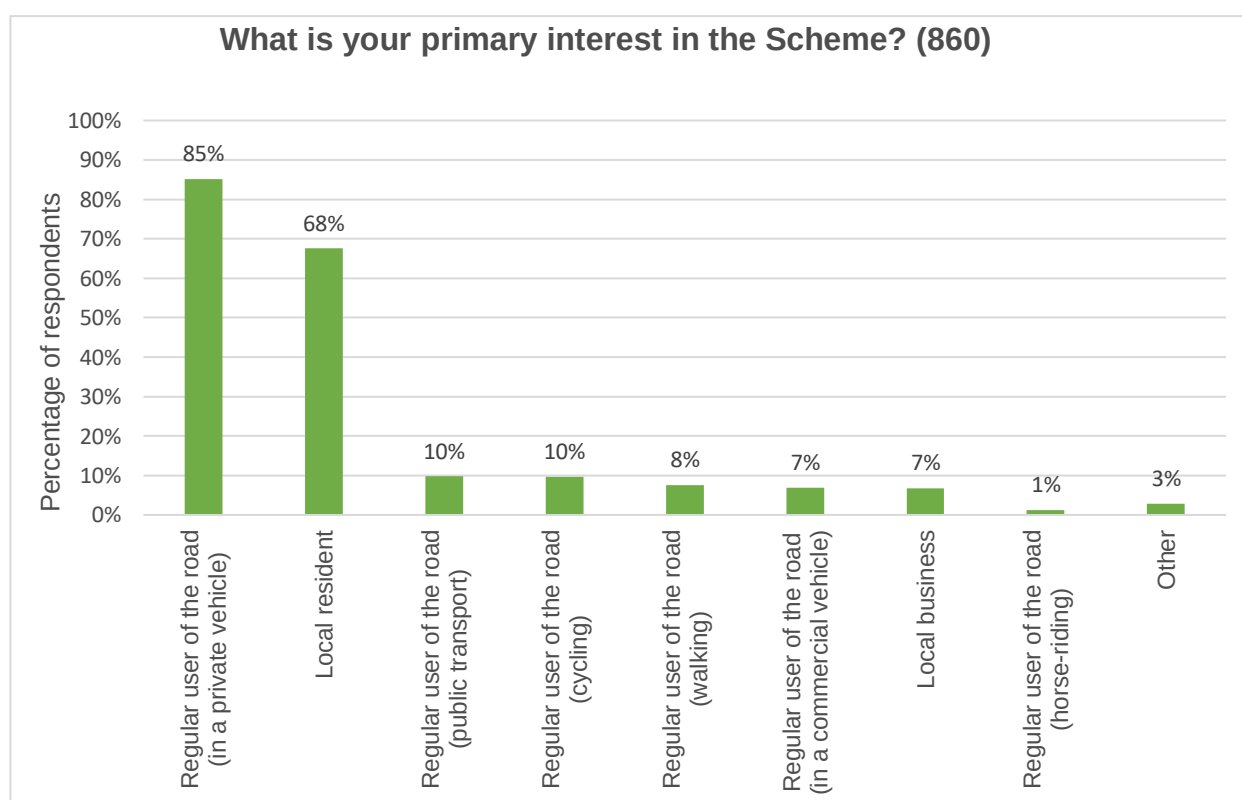


Figure 4-2: Response to Question 1f of the statutory consultation response form – What is your primary interest in this scheme? (Tick as many as apply)

4.7.4 Question 1g of the response form asked respondents how frequently they travel on the existing A428. 857 respondents provided a valid response to this question. The results for this question are shown in **Figure 4-3**.

4.7.5 As shown in **Figure 4-3**, 28% of respondents (241) use the existing A428 five or more times per week; 24% (205) use the road 2-4 times per week; 24% (204) use the road on weekly basis; 17% (146) use it on a monthly basis; 7% (56) use it less often than the options provided; and <1% of respondents (5) never use the existing A428.

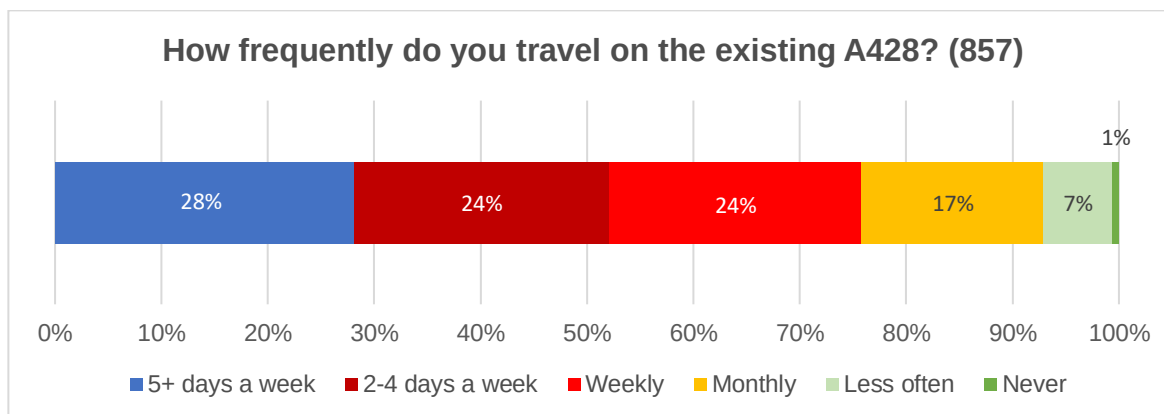


Figure 4-3: Response to Question 1g of the statutory consultation response form – How frequently do you travel on the existing A428?

4.7.6 Question 1h of the response form asked respondents how frequently they travel on the existing Black Cat roundabout. 857 respondents provided a valid response to this question. The results for this question are shown in **Figure 4-4**.

4.7.7 As shown in **Figure 4-4**, 14% of respondents (118) use the existing Black Cat roundabout 5 or more times per week; 20% (173) use the roundabout 2-4 times per week; 25% (210) use the roundabout on weekly basis; 26% (227) use the roundabout on a monthly basis; 14% (122) use the roundabout less often than the options provided; and 1% of respondents (7) never use the existing Black Cat roundabout.

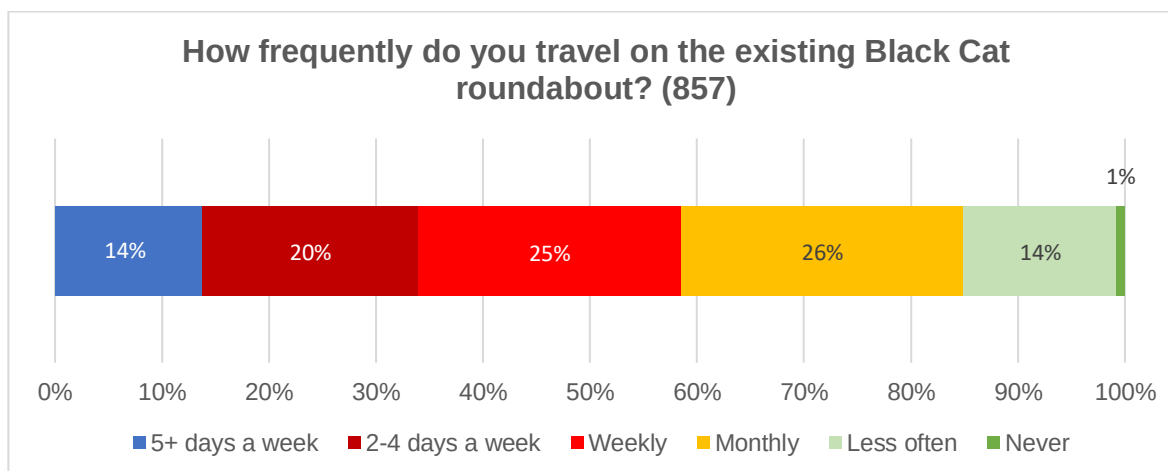


Figure 4-4: Response to Question 1h of the statutory consultation response form – How frequently do you travel on the existing Black Cat roundabout?

- 4.7.8 Question 1i of the response form asked respondents what their normal mode of transport is when travelling on the existing A428 and/or Black Cat roundabout. 857 respondents provided a valid response to this question. The results for this question are shown in **Figure 4-5**.
- 4.7.9 As shown in **Figure 4-5**, 95% of respondents (815) said they use a car/van as their primary method of transport on the existing A428 and/or Black Cat roundabout; 1% of respondents (11) said the bus is their primary form of transport; 1% of respondents (9) use a HGV; 1% of respondents (8) use a motorcycle; 1% of respondents (8) travel by bicycle; <0.5% of respondents (1) travel on foot; and 1% of respondents (5) said they use another primary form of transport along the existing A428 and/or Black Cat roundabout. Please note, as the percentages are rounded, data accounting for less than 0.5% is displayed on the graph as 0%.

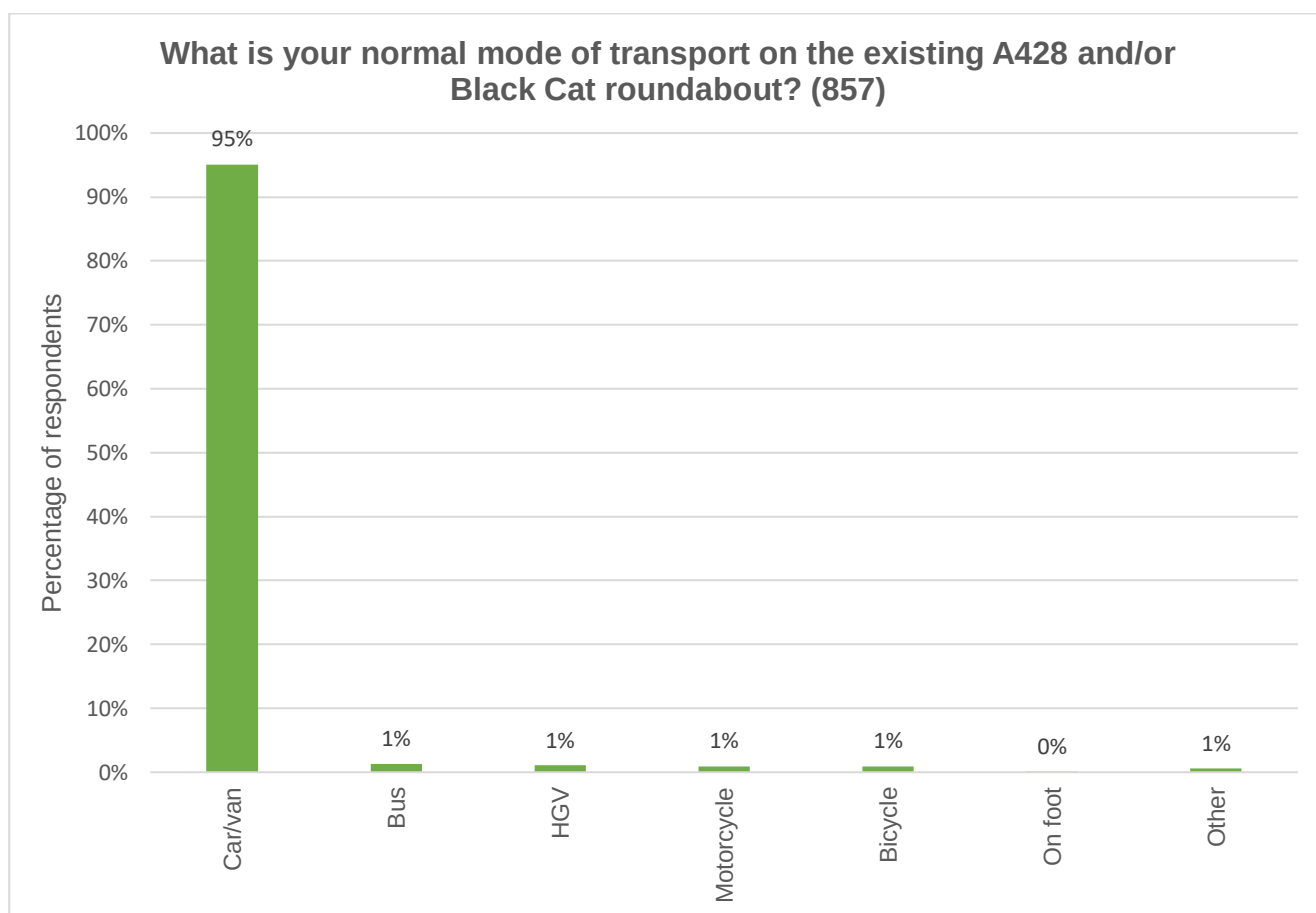


Figure 4-5: Response to Question 1i of the statutory consultation response form – *What is your normal mode of transport on the existing A428 and/or Black Cat roundabout? (Select your main mode of transport only).*

- 4.7.10 Question 1j of the response form asked respondents if they use any alternative methods of transport when travelling on the existing A428 and/or Black Cat roundabout. 324 respondents provided a valid response to this question, where more than one option could be selected, if applicable. The results for this question are shown in **Figure 4-6**.

- 4.7.11 As shown in **Figure 4-6**, 41% of respondents (151) said they use the bus as an alternative form of transport on the existing A428 and/or Black Cat roundabout; 21% of respondents (77) said they use a car/van; 15% (55) use a bicycle; 9% (33) use a motorcycle; 7% (27) travel by foot; 4% (14) travel by HGV and 1% (5) use an agricultural vehicle. The remaining 1% (5) said they use 'other' forms of transport.

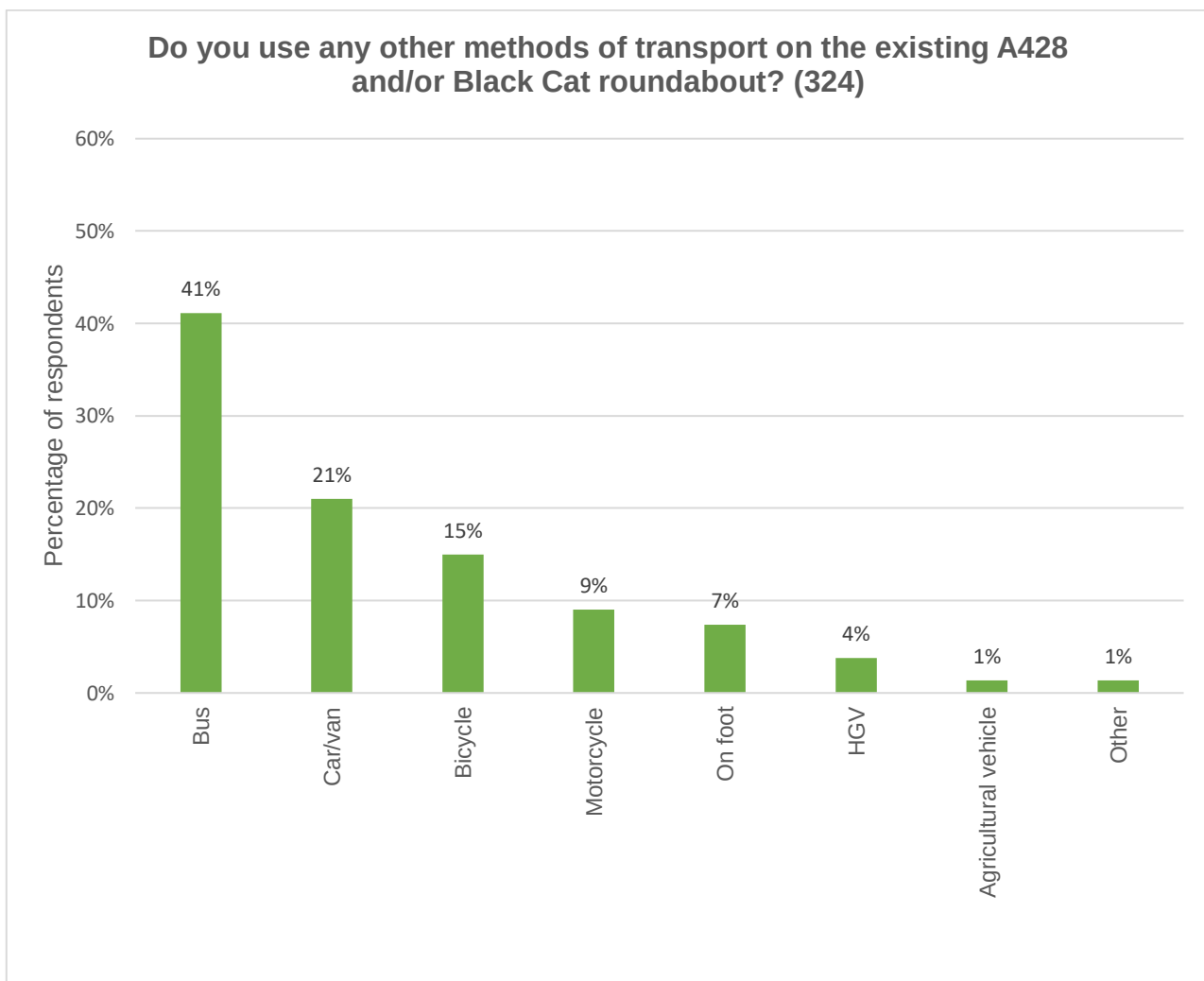


Figure 4-6: Response to Question 1j of the statutory consultation response form – *Other than your normal mode of transport, do you use any other methods of transport to travel on the existing A428 and/or Black Cat roundabout?*

- 4.7.12 Question 1k of the response form focused on the age demographic of respondents. 857 respondents provided a valid response to this question. **Figure 4-7** shows the breakdown of respondents by age.

4.7.13 As shown in **Figure 4-7**, 29% of respondents (249) were aged 65 or over; 22% of respondents (192) were aged between 55 and 64 years old; 19% (161) of respondents were aged between 45 and 54 years old; 16% of respondents (137) were aged between 35 and 44 years old; 9% of respondents (73) were aged between 25 and 34 years old; 2% (17) were aged between 16 and 24 years old and <0.5% (1) respondent was younger than 16 years old. 3% of respondents (27) preferred not to disclose their age.

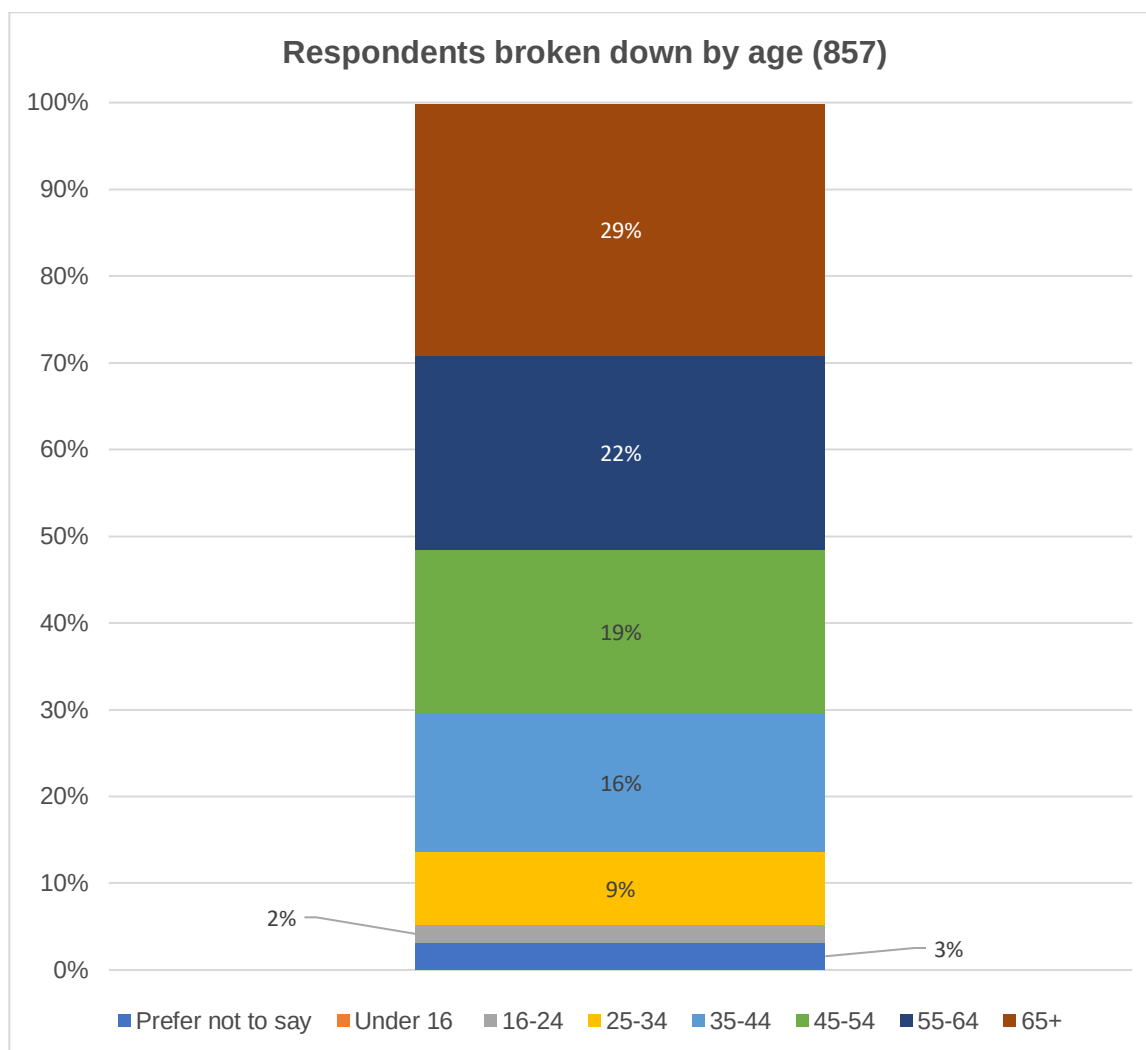


Figure 4-7: Response to Question 1k of the statutory consultation response form – *What is your age?*

Feedback on Scheme design

4.7.14 The following part of this section summarises the views expressed on the Scheme design presented as part of the statutory consultation. It displays the quantitative response data of respondents' sentiments on the following aspects of the design.

- a. Detailed alignment of the new dual carriageway
- b. Black Cat junction
- c. Cambridge Road junction

- d. Caxton Gibbet junction
- e. Changes to the existing A428 junction at Eltisley
- f. Arrangements for Walkers, Cyclists and Horse riders

4.7.15 To enable the respondent to cross reference the relevant information included in the statutory consultation booklet when compiling their response, corresponding page numbers were stated next to the respective questions in the response form.

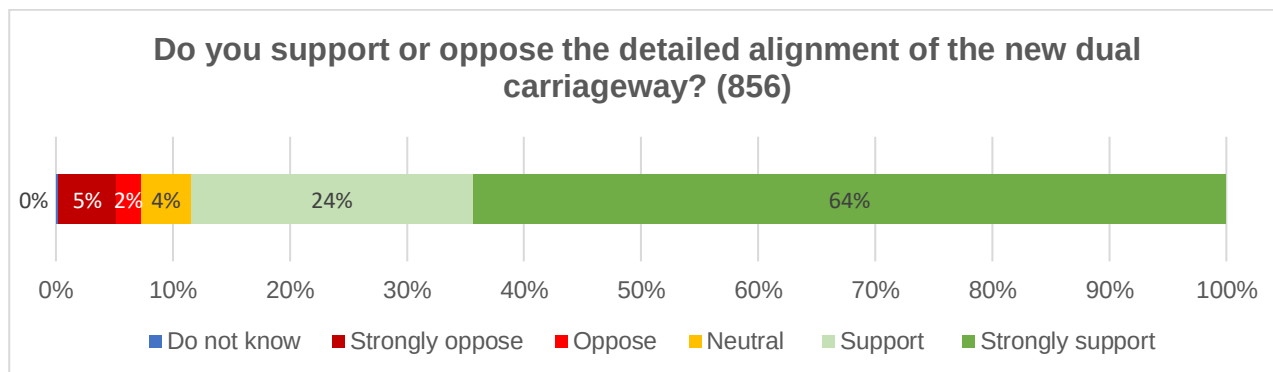


Figure 4-8: Response to Question 2a of the statutory consultation response form – *Do you support or oppose the detailed alignment of the dual carriageway?*

4.7.16 **Figure 4-8** shows the degree to which respondents support or oppose the detailed alignment of the new carriageway. 856 respondents provided a valid response to this question.

4.7.17 The majority of respondents support the alignment of the new carriageway, with 88% of respondents (757) stating they ‘support’ or ‘strongly support’ it. Of the remaining respondents, 2% of respondents (18) ‘oppose’ and 5% of respondents (42) ‘strongly oppose’ the alignment of the new dual carriageway. Finally, 4% of respondents (37) remained neutral on this matter and <1% of respondents (2) indicated they did not know whether they support or oppose the alignment of the new dual carriageway. Please note, as the percentages are rounded, data accounting for less than 0.5% is displayed on the graph as 0%.

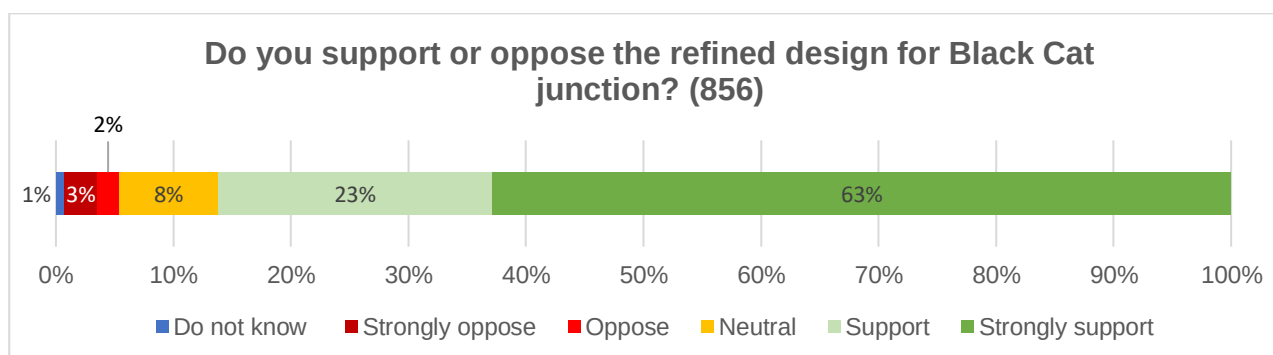


Figure 4-9: Response to Question 2c of the statutory consultation response form – *Do you support or oppose the refined design for Black Cat junction?*

4.7.18 **Figure 4-9** shows the degree to which respondents support or oppose the refined design for the Black Cat junction. 856 respondents provided a valid response to this question.

4.7.19 The majority of those who responded to the consultation support the refined design for the Black Cat junction, with 86% of respondents (738) stating they 'support' or 'strongly support' the refined design. Of the remaining respondents, 2% (16) 'oppose', and 5% (24) 'strongly oppose' the refined design for the Black Cat junction. Finally, 8% of respondents (72) expressed a neutral stance on this matter, whilst 1% of respondents (6) stated that they did not know whether they support or oppose the refined design.

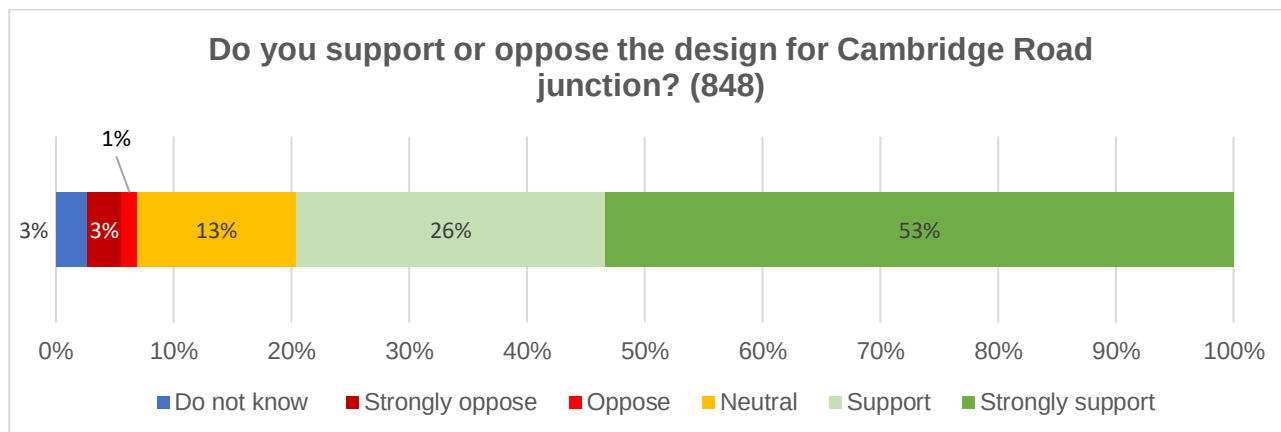


Figure 4-10: Response to Question 2e of the statutory consultation response form – *Do you support or oppose the design for Cambridge Road junction?*

4.7.20 **Figure 4-10** shows the degree to which consultees support or oppose the design for the Cambridge Road junction. 848 respondents provided a valid response to this question.

4.7.21 The majority of respondents support the design for the Cambridge Road junction, with 79% of respondents (675) stating they 'support' or 'strongly support' the design for the Cambridge Road junction. 1% of respondents (12) 'oppose' the design, and 3% (24) 'strongly oppose' the design of the Cambridge Road junction. Finally, 13% of respondents (114) remained neutral on the design for the Cambridge Road junction and 3% (23) stated that they did not know whether they support or oppose the design.

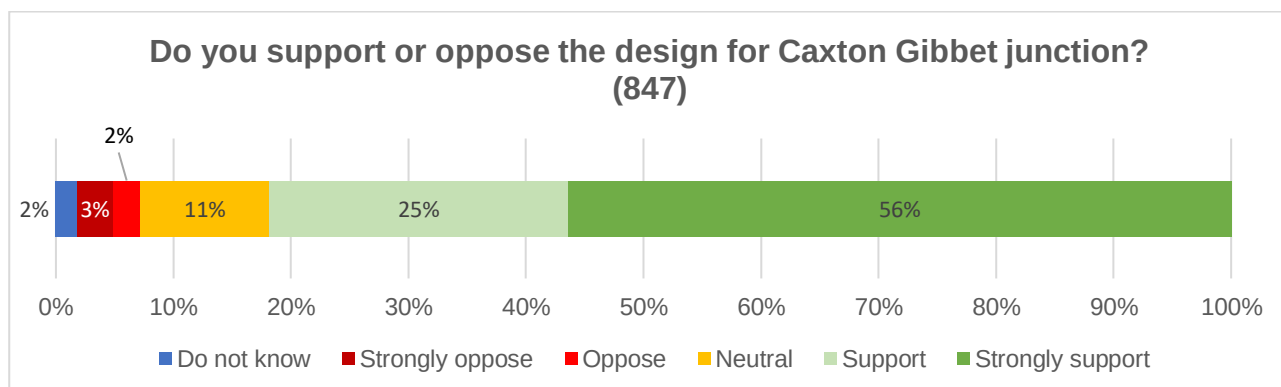


Figure 4-11: Response to Question 2h of the statutory consultation response form – *Do you support or oppose the design for Caxton Gibbet junction?*

4.7.22 **Figure 4-11** shows the degree to which consultees support or oppose the design for Caxton Gibbet junction. 847 respondents provided a valid response to this question.

4.7.23 Most respondents support the design for the Caxton Gibbet junction, with 81% of respondents (693) stating they ‘support’ or ‘strongly support’ the design for the Caxton Gibbet junction. 2% of respondents (20) ‘oppose’ the design for the Caxton Gibbet junction, whilst 3% (26) ‘strongly oppose’ it. Finally, 11% of respondents (93) expressed a neutral response to this question and 2% (15) said that they did not know whether they support or oppose the design for the Caxton Gibbet junction.

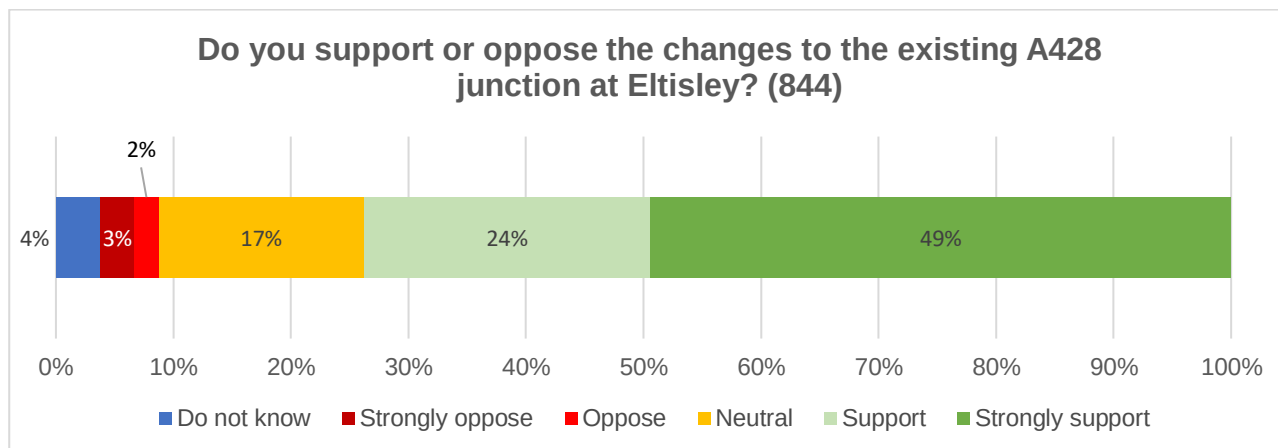


Figure 4-12: Response to Question 2j of the statutory consultation response form – *Do you support or oppose the changes to the existing A428 junction at Eltisley?*

4.7.24 **Figure 4-12** shows the degree to which consultees support or oppose the changes to the existing A428 junction at Eltisley. 844 respondents provided a valid response to this question.

4.7.25 The majority of respondents support these changes, with 73% of respondents (623) stating they ‘support’ or ‘strongly support’ them. Of the remaining respondents, 2% (18) ‘oppose’ the changes to the existing A428 junction at Eltisley and 3% (24) ‘strongly oppose’ these changes. 17% of respondents (147) remained neutral on this topic and 4% of respondents (32) did not know whether they support or oppose the changes to the existing A428 junction at Eltisley.

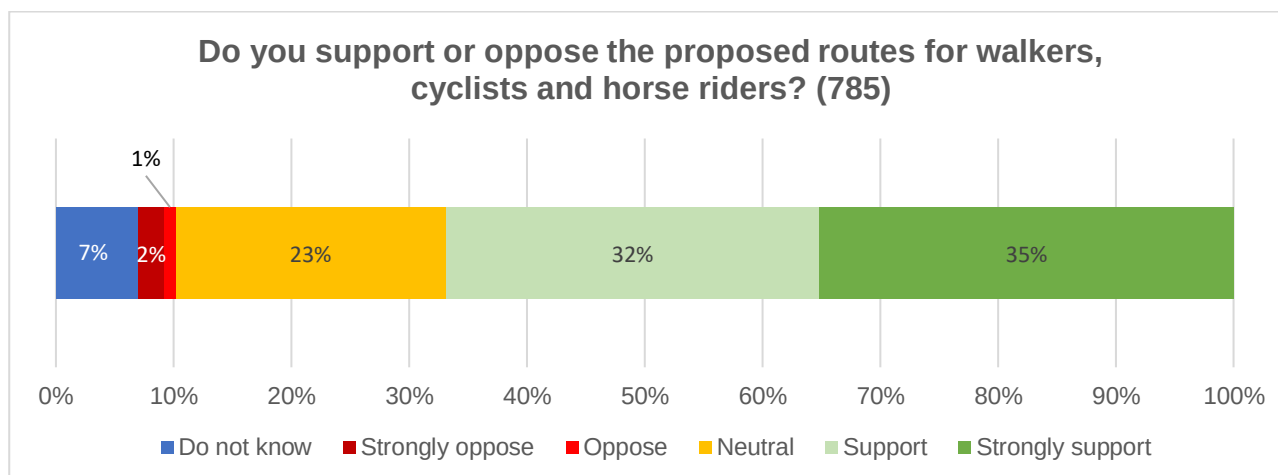


Figure 4-13: Response to Question 4a of the statutory consultation response form – *Do you support or oppose the proposed routes for walkers, cyclists and horse riders?*

4.7.26 **Figure 4-13** shows the degree to which respondents support or oppose the proposed routes for walkers, cyclists and horse riders. 785 respondents provided a valid response to this question.

4.7.27 The majority of respondents 'support' or 'strongly support' the proposed routes for walkers, cyclists and horse riders, with 67% of respondents (525). Of the remaining responses, 3% of respondents (25) 'oppose' or 'strongly oppose' the routes for walkers, cyclists and horse riders. 23% of respondents (180) remained neutral on this question and 7% (55) did not know if they support or oppose the routes.

How people heard about the consultation

4.7.28 Question 6a of the response form asked respondents how they heard about the consultation. 842 respondents provided a valid response to this question, where more than one option could be selected, if applicable. The results for this question are shown in **Figure 4-14**.

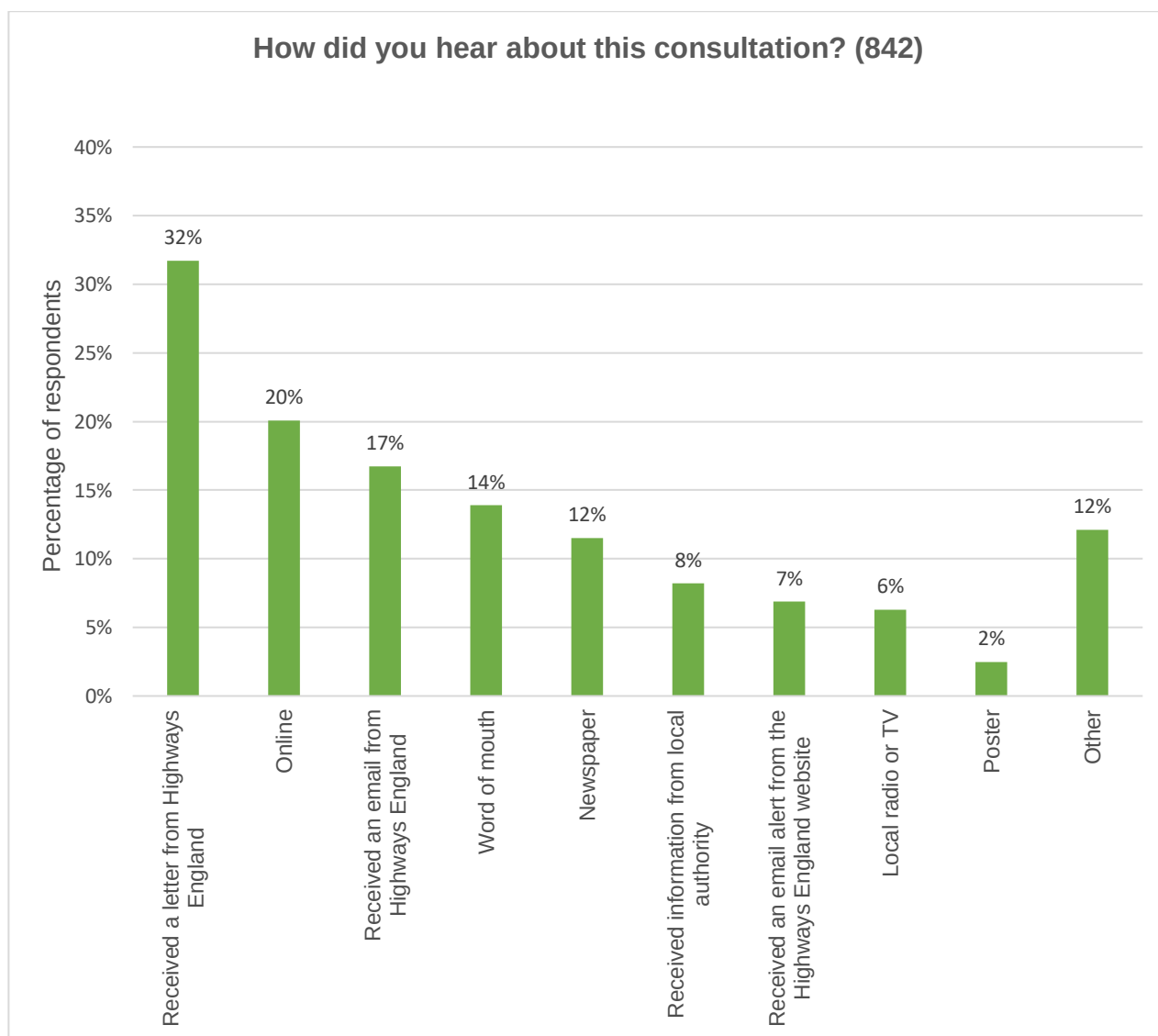


Figure 4-14: Response to Question 6a of the statutory consultation response form – *How did you hear about this consultation? (Please select all that apply)*

- 4.7.29 As shown in **Figure 4-14**, 32% of respondents (267) heard about the consultation through a letter from Highways England; 20% of respondents (169) heard about the consultation online; and 17% of respondents (141) heard about the consultation through an email from Highways England. 14% of respondents (117) heard about the consultation through word of mouth; 12% (97) heard about it via a newspaper; 8% (69) heard about the consultation through information from a local authority; 7% of respondents (58) received an email alert from updates made to the Scheme web pages; 6% of respondents (53) heard about the consultation on local radio/TV, whilst 2% (21) heard about the event through a poster; and 12% of respondents (102) stated they heard about the consultation through alternative means. Where respondents selected 'Newspaper', 'Online', 'Local radio or TV' or 'Other', they were invited to name their specific source.
- 4.7.30 Question 6b of the response form asked respondents whether they attended any of the consultation events held during the statutory consultation. 839 respondents provided a valid response to this question. The results for this question are shown in **Figure 4-15**. 37% of respondents (308) confirmed they attended a consultation event.

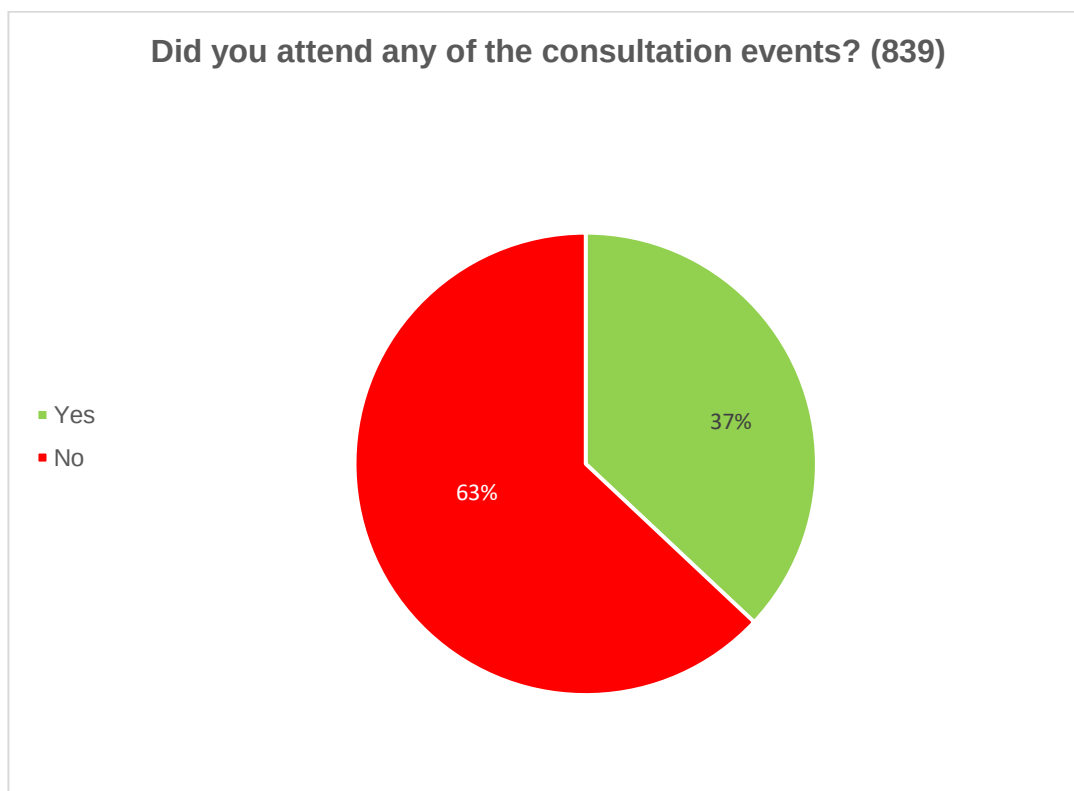


Figure 4-15: Response to Question 6b of the statutory consultation response form – *Did you attend any of the consultation events?*

- 4.7.31 Question 6d of the response form listed the consultation materials and asked the respondent to record their opinion of its use against the following options: 'very useful'; 'somewhat useful'; 'neutral'; 'not very useful'; 'not useful at all'; or 'don't know'. The results for this question are shown in **Figure 4-16**. Please note, as the percentages are rounded, data accounting for less than 0.5% is displayed on the graph as 0%.

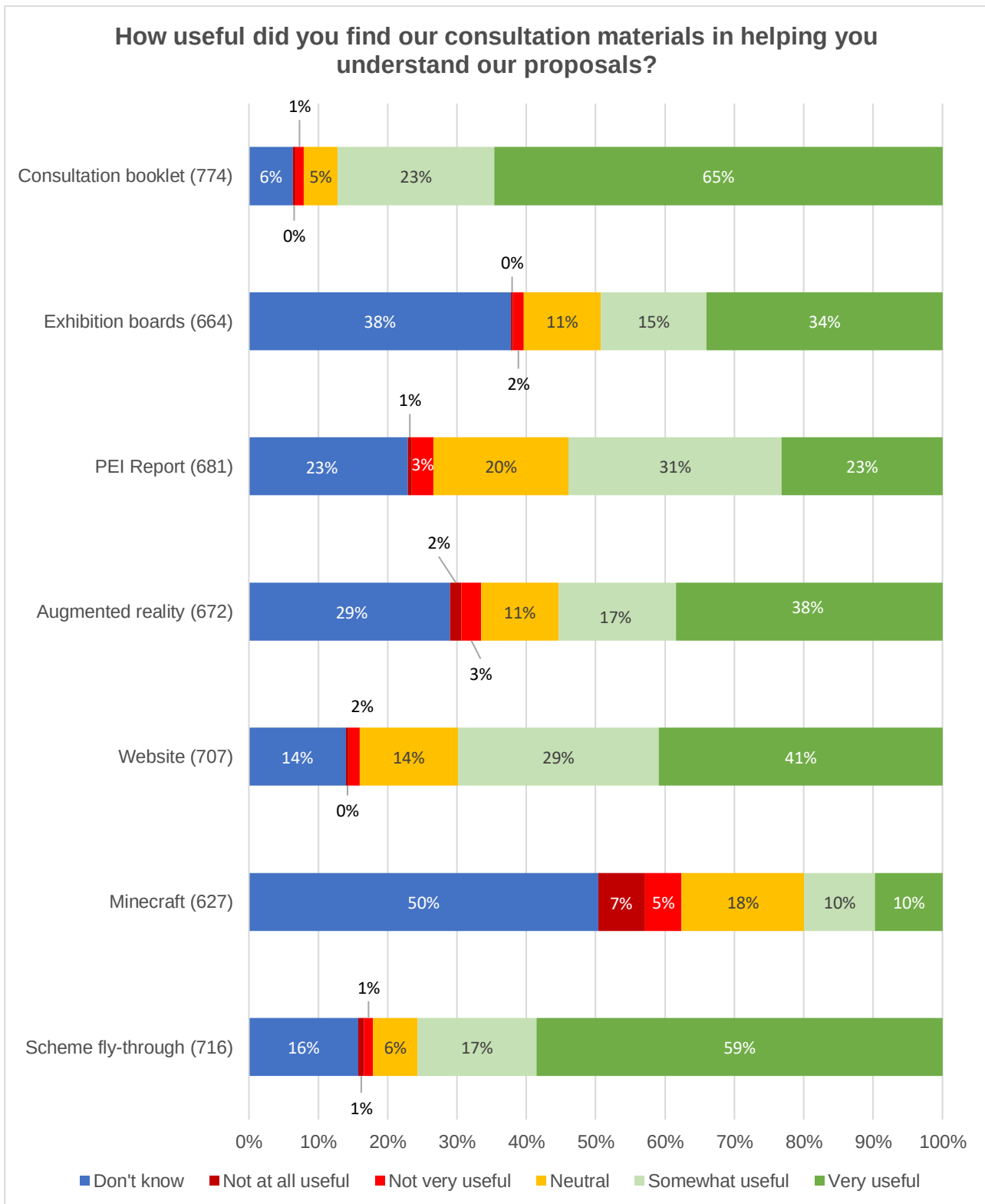


Figure 4-16: Response to Question 6d of the statutory consultation response form – *How useful did you find our consultation materials, including the consultation booklet, in helping you understand our proposals?*

Project update – communicating the main findings from the 2019 consultation

- 4.7.32 Highways England published the main quantitative findings from the 2019 statutory consultation, including the responses shown in **Figures 4-8 to 4-13**, in a document entitled *Project Update: February 2020*. The document was made available on the Scheme web pages; a link to which was included in an email update sent on 10 February 2020 to the relevant local authorities and Highways England's contacts for the various s42(1)(a) consultees and identified community groups and organisations. The document thanked those who participated in the consultation process and provided an update on work which had been progressing in the meantime such as ground investigations (including trial trenching), and continued engagement with the local community and other interested parties. It advised readers that the project team were continuing to work through people's comments in detail and as Highways England consider the responses, changes may be made to the Scheme. Information on how Highways England has had regard to the matters raised in the responses to the statutory consultation is included in Chapter 5.
- 4.7.33 A copy of the Project Update document can be found in Appendix M68.

4.8 Summary of key comments arising

- 4.8.1 This section provides a summary of the matters raised in the qualitative responses received to the statutory consultation.
- 4.8.2 Highways England has grouped these comments arising from the statutory consultation together according to similar points or issues raised.
- 4.8.3 **Table 4-3** lists the most common topics and issues raised by consultees, largely in response to the questions on the specific design elements, the PEI Report (Questions 3a&b) and the 'Additional comments' question (Question 5a) within the response form.
- 4.8.4 Highways England's responses to the matters raised are contained in the summary tables presented in Chapter 5 collated under the relevant themes, and also in Appendix U, which includes the names of the prescribed organisations who raised each of the specific matters listed.

Table 4-3: Statutory consultation – Summary of comments regarding certain elements of the Scheme

Element/aspect of the Scheme and common issues raised	Summary description	Related response form question (if applicable)
Overall approach to the Scheme design	Most respondents support the proposals as a whole. They feel that the Scheme would help to address existing congestion problems and reduce journey times. Some respondents feel that disruption to the local community would be minimal, but others raise concerns about the impact the Scheme could have on the local area, in particular in local villages such as St Neots and Eltisley.	2b and 2l

Element/aspect of the Scheme and common issues raised	Summary description	Related response form question (if applicable)
	Other concerns include the possibility that traffic would worsen and the potential impact of planned development on the Scheme.	
Black Cat roundabout	Most respondents are generally supportive of the proposed design of the new Black Cat junction. Several support the removal of any interruption to the flow of traffic heading north/south on the A1 or east/west on the A421/A428. Some respondents, however, are concerned that the proposals do not address existing problems with the A1, or that the new junction will put more pressure on the roundabouts at Sandy and Buckden, either side of the Black Cat, thereby worsening congestion in these areas. Several respondents suggest that any proposals for a new Black Cat junction should also include wider changes to the A1 to address these problems.	2d
Cambridge Road roundabout	Most respondents support the proposed design for the new Cambridge Road junction. Those who provide reasons for their support often suggest that it would improve congestion or access to and from St Neots. However, some respondents raise concerns about the new junction's proximity to residential areas, or suggest its capacity would be inadequate in light of planned developments and expected population growth in this area. As such, some respondents feel that congestion may be exacerbated by the new junction. A few respondents suggest that these issues may be alleviated by moving the junction further away from residential areas.	2f
Caxton Gibbet roundabout	Most respondents express their support for the proposed design of the new Caxton Gibbet junction. Many of these respondents focus on the current congestion at the existing junction, and emphasise the need to address this. Similarly, some respondents support the proposed design as it removes the roundabout on the A428 and thus maintains 'free flow' on this arterial road. However, some respondents raise concerns about the design restricting access to the Caxton Gibbet services, or that the design of the junction is too complicated. Others are concerned that the new junction would not lead to a reduction in congestion, and could make things worse. Several respondents make suggestions as to how the design and layout of the proposed junction's slip roads might be improved.	2i
Eltisley link	Most of the respondents who support the proposed design of the new Eltisley link raise the issue of safety. They argue that there is a need to improve the safety of the current junction layout and suggest that the proposed design would	2k

Element/aspect of the Scheme and common issues raised	Summary description	Related response form question (if applicable)
	do this. However, some respondents express concern that the proposed junction would lead to an increase in rat running through Eltisley and other nearby residential areas. Others argue that this potential increase in rat running and the use of dual roundabouts could increase the likelihood of traffic collisions and undermine any attempt to improve safety at this junction. Several respondents suggest additional or alternative access routes between the A428 and the B1040 in order to address these issues.	
Environment	Several respondents comment positively as they believe that environmental factors have been considered in the planning and consultation processes, while others support Highways England's stance that free-flowing traffic will lead to an improvement in air quality. However, the majority of respondents who comment on environmental issues raise concerns. The most common concern relates to the potential for increased noise and vibration from the new dual carriageway. Other frequently raised concerns include the possibility of excessive loss of countryside and agricultural land, increased air pollution, as well as concerns about the potential visual impact of the new dual carriageway and its associated junctions. Many respondents suggest that additional planting of vegetation along the new dual carriageway may counteract any anticipated increase in noise and air pollution, as well as the potential visual impact of the new dual carriageway and the associated junctions. Similarly, several respondents would like to see extensive landscaping, including use of embankments and cuttings, to screen the new infrastructure from view and mitigate against increased noise and emissions. Other, related suggestions include the use of screens or bund walls along the new dual carriageway, as well as the use of noise-cancelling materials for the road surface.	3a and 3b
Walkers, cyclists and horse riders	Many of those who support the provisions for walkers, cyclists and horse riders say that they feel these users have been adequately considered in the plans. Several respondents support the new cycling infrastructure that is included in the proposals, whilst some support the decision to segregate walkers, cyclists and horse riders from motorised vehicles. However, the majority of comments on facilities for walkers, cyclists and horse riders express concern about the proposals. The most frequently raised concern is that proposed cycling infrastructure would be inadequate, followed by concerns about the safety of walkers, cyclists and horse riders. Many respondents take this opportunity to propose additional routes for these users which they believe should be	4b

Element/aspect of the Scheme and common issues raised	Summary description	Related response form question (if applicable)
	included in the proposals, while others make suggestions about the location and design of crossing points along the new dual carriageway.	
Land	Several landowners requested changes to the Scheme layout which would improve future development potential. There were several comments that the landtake required for the Scheme is excessive or too extensive.	
Construction	Requests for more detail around the construction planning and phasing, hours of operation and construction routes were requested, in particular by s42(1)(b) and s42(1)(d) consultees. There were specific requests for construction routes to avoid local villages, such as Eltisley.	
Traffic	Requests for more detail around the results of traffic modelling were requested, in particular by s42(1)(b) consultees. In general comments from s47 consultees in relation to traffic tended to be concerns around strategic traffic continuing to use villages such as Eltisley and St Neots to avoid the Strategic Road Network.	
Provision of measures to enable greater use of public transport	Several respondents expressed a wish for the Scheme to offer greater provision for enabling modeshift, or to encourage greater travel by public transport.	
Alternatives	Several respondents requested that the alignment for the new dual carriageway be shifted, north and south in various locations. There were also several requests for the Scheme to integrate with East West Rail in terms of alignment (perceived to bring programme and cost benefits) and to facilitate the development of stations on the East West Rail route.	

4.9 Summary of responses received from notable consultees

- 4.9.1 This section provides a summary of the comments given in response to the statutory consultation by prescribed and selected non-prescribed bodies and organisations.
- 4.9.2 **Tables 4-4 to 4-95** provide a summary of the matters raised by each responding body. The summaries are presented by consultee strand.
- 4.9.3 Highways England's responses to the matters raised are contained in the summary tables presented in Chapter 5 collated under the relevant themes, and also in Appendix U, which includes the names of the prescribed organisations who raised each of the specific matters listed.

Summary of responses to the statutory consultation from Section 42(1)(a) – prescribed consultees

Table 4-4: Abbotsley Parish Council comments

Supportive comments	- The parish council fully support the changes to the B1046 and the relocation of the junction to Potton Road. This change eliminates a dangerous junction which has seen many accidents, some fatal over the years. - Believe the new junction will substantially improve traffic flow at the Black Cat junction. - The parish council support the changes at Eltisley in that the junction from the B1040 onto the existing A428 will be much safer with the expected lower traffic flow on the existing A428.
Opposing comments or concerns	If there are delays at this junction it might encourage traffic to travel through the village to access the existing A428 via the roundabout at the eastern end of Eltisley.
Neutral comments	No comments.
Suggestions	A roundabout might be preferable at this Eltisley junction to ease access towards Caxton.

Table 4-5: Anglian Water Services Ltd comments

Supportive comments	- No objection in principle. - Welcome the reference made to the use of Sustainable Drainage Systems (SuDS) to manage surface water run-off from the site.
Opposing comments or concerns	No comments.
Neutral comments	- The plan identifies a new minor road to replace the existing access directly on to the A1 from the Wyboston services for highway safety reasons. No objection in principle to this access route being replaced subject to confirmation that it will be public road and of a suitable standard for vehicles used by Anglian Water. - Anglian Water is in discussion with Highways England's utilities consultant regarding the need to divert any existing underground infrastructure or provide mitigation. - Clarification needed to what extent to which SuDS are to be used for surface water management for the highway improvements. The PEI Report appears to suggest that SuDS will not be used for all surface water flows from the proposed highway improvements. - It is unclear whether there is a requirement for wastewater services or a potable (clean) water supply is required for the site. - Welcome confirmation whether a connection(s) to the water supply and public sewerage water networks are expected to be required as part of the development.
Suggestions	Diversions and/or mitigation of existing water mains or sewers should be funded by Highways England.

	• Welcome further discussions with Highways England to agree the proposed wording of the Draft Development Consent Order which is of relevance to Anglian Water prior to submission • The PEI Report should refer to the location of Anglian Water's existing water and water recycling infrastructure which will be considered as part of the design of proposed highway improvements. • Highways England to provide evidence to demonstrate consideration given to all alternatives before proposing the discharge of surface water flows into the public sewerage network. Should a need be identified, further discussions would be welcome prior to the application being submitted.

Table 4-6: British Pipeline Association comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	• Not aware that any of BPA Pipeline's apparatus falls within the vicinity of the Scheme.
Suggestions	No comments.

Table 4-7: Cambourne Town Council comments

Supportive comments	No comments.
Opposing comments or concerns	• Missed opportunity to not include a segregated cycle/footpath along the route. • Concern that the single lane on the A428 at the Girton interchange will be insufficient to accommodate current and future numbers of vehicles transferring the congestion from Caxton Gibbet to Girton Interchange. • Concern regarding the purpose of the light blue roundabout [shown on the plans] at Caxton Gibbet junction and whether this provides access into a farmer's field where there is currently none. • No mention of the route's relationship with the proposed East West Rail route.
Neutral comments	• Clarification needed that the Scheme will achieve a quantified biodiversity net gain.
Suggestions	• Consider providing East West Rail and new dual carriageway routes along the same corridor, assuming that the route would serve any new stations.

Table 4-8: Caxton Parish Council comments

Supportive comments	• The parish council would like to confirm full support for the Scheme.
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	• Request that Highways England preserve the Caxton Gibbet Mound.

Table 4-9: Colmworth Parish Council comments

Supportive comments	Strongly supportive of the Scheme.
Opposing comments or concerns	Concern regarding traffic delays around the Black Cat during construction.
Neutral comments	No comments.
Suggestions	The upper tier should have noise abatement to mitigate noise pollution given the raising of the traffic flow.

Table 4-10: Croxton Parish Council comments

Supportive comments	The alignment of the new dual carriageway and environmental mitigation efforts is welcomed by the Parish Council.
Opposing comments or concerns	- The alignment is too close to the village of Croxton and its listed parklands. - Concerns around the environmental and ecological impact on the local area. - The benefits suggested by the environmental report are insufficient to allow the environment around Croxton Parish to recover from the damage caused by the steady increase in traffic along the current A428 over the past 10 years. - The proposed footpaths between Croxton and Yelling are very convoluted and may discourage people from walking or cycling from either village to the other.
Neutral comments	No comments.
Suggestions	- Request for more sound mitigation and increased planting of trees along the route to enhance the natural environment. - Reducing the speed limit on the existing A428 to a maximum of 50mph, including traffic calming measures and pavements to encourage local traffic to use the new dual carriageway. - Reinstating local bus services would encourage residents along the A428 corridor to use public transport. - A cycleway or green corridor from St Neots to Cambridge would encourage an alternate form of transport improving health and diversity. - Controlled access from Croxton High Street, Abbotsley Road and Toseland Road by the installation of sensor-controlled lights. At least one pedestrian crossing point to serve these junctions. - Alignment and environmental mitigation efforts need to go further particularly in the Croxton and Eltisley area to counter/negate the detrimental effect the current increase in traffic on the A428 has had to the natural environment. - Suggest rework of the landscaping proposals to reduce funnelling of noise due to the elevated sections either side of Croxton. Noise and visual impact should be supplemented with natural planting rather than wooden fences or baffles to enhance the 'corridor' and improve the biodiversity of the area. - Improvements needed in the metrics used to determine the base lines identified. Would like to see sufficient factors put in place to allow the environment to recover itself to position where it can self-sustain.

Table 4-11: Eltisley Parish Council comments

Supportive comments	No comments.
Opposing comments or concerns	• Concern regarding potential construction traffic and traffic avoiding congestion travelling through the village once work starts. • The roads in the village are narrow and would not be suitable for construction HGVs. • Concerns that the roads could be damaged and there are no monies available for repairs. • Concerns regarding lack of exit from the new dual carriageway into the village of Eltisley. This will cause problems for residents. • Lack of confidence that the noise and pollution impact on residents has been considered. • Concern regarding lack of continuity of footpath at Eltisley. • Roundabout should be located at the current Waresley Road junction as this is the primary local route. It is not acceptable to residents that traffic from Waresley Road will go via the village.
Neutral comments	No comments.
Suggestions	• Measures to be put in place to allow local traffic only to travel through Eltisley.

Table 4-12: Elsworth Parish Council comments

Supportive comments	• Supportive of the Scheme as this new dual carriageway will reduce the amount of rat running through Elsworth village. • Scheme design addresses eastbound rat-running in the main by the proposed flyover at the Caxton Gibbet.
Opposing comments or concerns	• A bottleneck will still exist caused by traffic coming from south of the A428 and wanting to join the eastbound flow at the Caxton Gibbet.
Neutral comments	No comments.
Suggestions	• A discrete slip lane for traffic to get onto the A428 eastbound should be reconsidered.

Table 4-13: The Environment Agency comments

Supportive comments	Flood risk • Pleased that the Scheme has incorporated flood risk into the preliminary environmental information as part of the road and drainage section. • The development proposals have considered flood risk and the protection of the water environment from pollution during construction and from the highway once it is open to traffic. Groundwater and Contaminated Land • Proposed design for the Scheme is acceptable in principal. • Welcome the proposal to liaise with the relevant local authorities to obtain information about the locations of private domestic sources in the vicinity of the Scheme. • Support the recommendation of report to consult with the Environment Agency prior to undertaking ground investigations for the Scheme. • Welcome the use of the design of the surface water drainage scheme to mitigate against pollution impacts that surface water run-off could have on controlled waters. • Welcome proposal to use a Construction Environmental Management Plan (CEMP) including an assessment of spillage containment. Ecology & Water Framework Directive • The recommendation of using clear span crossings over watercourses is welcomed. This will avoid potential impacts associated with bridge abutments and culverts on watercourses and their associated ecology, which may affect WFD status.
Opposing comments or concerns	Flood risk • Betterment: No reference to seeking flood risk betterment and net gain for flood risk management within the PEI Report. If flood risk betterment can be achieved through the proposals then alternative means of flood plain compensation may be applied. However, if the proposals are only 'net neutral' in terms of flood risk (i.e. no increase), then flood plain compensation is essential. The Environment Agency's previous comments regarding flood risk betterment have not been considered in the Scoping Opinion. The A428 development is a key part of the OxCam Growth Arc. It is expected that a development of this scale to look at potential opportunities to reduce flood risk. • Climate change: Cannot determine which climate change allowances are to be used in the flood risk assessment. • Spatial scope: The Order Limits has been provided prior to completion of the Flood Risk Assessment Concerns regarding the location of some of the flood plain compensation areas. • Flood Risk compensation: Concerned that large proportions of Flood plain compensation areas are within existing Flood Zone 3 of the Flood Map for Planning.
Neutral comments	Flood risk • Unable to assess the flood risk as there are currently no details regarding the access routes for the construction sites. • It is unclear which climate change allowances are to be used in the Flood Risk Assessment (FRA). • Currently unable to assess the flood risk implications of proposed access/haul routes during construction.

	- Clarification requested regarding contradictory references to location of construction compounds, referenced as 'outside areas at risk of flooding' but also within Flood Zones 2 and 3. - Expect any SuDS to have mitigation measures in place to prevent any contaminated water from entering them and also to prevent them from acting as a direct pathway for contaminants associated with road run-off entering controlled waters. - Oil separators in surface water drainage systems must comply with the Environment Agency's Pollution Prevention Guidelines PPG1 and 3. Groundwater and Contaminated land - Geotechnical aspects need to be taken into consideration such as the stability of proposed bridges and the effects of any dewatering.
Suggestions	Flood risk - Establish an A428 Flood and Water Technical Group, including other flood risk management authorities to ensure that requirements from multiple organisations are considered. - Request that the FRA is completed and submitted for review as soon as possible in order to provide a robust understanding of the flood risk implications of the development. - Provision of upstream storage on tributaries of the River Great Ouse which converge in St. Neots and are known to cause flooding issues. Feasible measures identified and enacted could unlock an Environment Agency Flood Alleviation scheme and Defra Flood Defence Grant in Aid funding. - Upstream catchment of the Hen Brook is relatively vast and the proposed watercourse crossing provides an opportunity to restrict the flow of water during peak times. - Design the earth embankments within the flood plain of the River Great Ouse to make St. Neots more resilient to flooding in the future by restricting large scale flows. - Strategically locating required borrow pits may allow them to provide additional flood plain storage with a minimal cost to the Scheme. Request to be part of the discussion on the potential locations of borrow pits so that environmental and flood risk opportunities are not missed. - Updated climate change allowances in line with UKCP18 should be used if they become available prior to A428 DCO submission. Should updated allowances not become available prior to the A428 DCO submission, it is strongly recommended that the 'Upper End' allowance is used to inform the assessment to ensure resilience to potential future climate change. - Clarification sought of upstream and downstream extent of Flood Risk impact considered in the assessment. The study area should be determined on catchment consideration, rather than an arbitrary cut off to ensure a robust understanding of the impacts of the Scheme on flood risk in key communities. - As a minimum, the soffit level of watercourse crossings must be above the 1% AEP event flood level, including an allowance for climate change, unless structures are designed purposefully to restrict flow. - Watercourse navigation must be considered when determining an appropriate soffit level. - It is difficult to ascertain areas designated to provide flood plain compensation and those conveying areas of 'Scrub'. This should be updated on future plans for clarity. - Flood plain compensation must be provided where there is any loss of flood plain, regardless of whether any modelling attempts to demonstrate that its loss does not have a detrimental impact on flood risk. All flood plain losses

	must be compensated for on a level for level and volume for volume basis up to and including the 1% AEP flood level, including an allowance for climate change. Groundwater and contaminated land • Further information is required to explain how groundwater is to be managed following potential dewatering activities during construction. • Require the testing of groundwater and surface water samples to establish concentrations of potential pollutants already in the water and provide evidence of baseline conditions. • Require further details about two existing detention ponds, acting as soakaways, located to the west and southwest of the Black Cat roundabout and other Sustainable Drainage Systems (SuDS) across the Scheme including information about their depth; if they are lined; and details of any maintenance and pollution control measures. • Excavated material must be appropriately managed and its suitability for re-use will need to be demonstrated. • If any materials are to be reused at the site, the Environment Agency expect them to be appropriately characterised. • Require the results of Waste Acceptance Criteria (WAC) testing for any soil material that will be disposed of off-site. • A Materials Management Plan (MMP) will be required for the reuse of any materials at the site developed in accordance with the CL:AIRE Definition of Waste: Development Industry Code of Practice. Ecology & Water Framework Directive • Biodiversity enhancements currently under development should include expanding and enhancing existing habitats and ecological features. • Proposed new habitats created as part of the development should be located appropriately, linking with existing habitats and the wider countryside to optimise ecological benefits. • For the proposed woodland and vegetation planting, native species should be used that are of local provenance and are appropriate to the local landscape character. • For the areas of proposed grassland a seed mix should be used that is appropriate to the local area and preferably of local provenance. • Ongoing maintenance of grassland habitats may be required to maintain ecological interest. • The impact upon biological, chemical and physico-chemical and hydromorphology supporting elements should be assessed to determine no deterioration of single element and overall ecological status and achievement of Good Ecological Potential in Artificial/Heavily Modified Waterbodies (A/HMWB) and delivery of mitigation measures given in ABMP or Good Ecological Status in natural waterbodies. • Regard must be given to the delivery of mitigation measures not currently in place and where possible this should complement measures which delivers Biodiversity 2020: A strategy for England's wildlife and ecosystem services objectives. • Construction and operational impacts should be assessed.

Table 4-14: ESP Utilities Group Ltd comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	ESP Utilities Group has no gas or electricity apparatus in the vicinity of the Scheme.
Suggestions	No comments.

Table 4-15: Gamlingay Parish Council comments

Supportive comments	- Good local and safe access to Huntingdon, St Ives and St Neots is maintained/improved. - Downgrading the existing A428 should help local traffic movements. - Alignment is the most logical, allowing free flow of traffic /improve travel times of traffic between Bedford and Cambridge, avoiding St Neots/Black Cat bottlenecks. - The changes to the road layout will remove the dangerous junction of B1040 requiring local traffic to cross the A428 oncoming traffic to access Cambridge. This should allow safer access to Huntingdon/St Ives from the local area and speed up journey times. - Route alignment avoids many locally environmentally sensitive areas such as Croxton Park and garden, and nearby ancient and semi natural woodlands. - Allows local traffic to access A428/A1 without mixing with commuting / through traffic. - Should significantly ease congestion and 'rat running' through villages surrounding Black Cat junction. - Removes the dangerous junction of B1040 requiring local traffic to cross A428 oncoming traffic to access Cambridge.
Opposing comments or concerns	Concern regarding reduction in the number of footpaths accessing St Neots from the south and no new cycle paths to allow communities to access St Neots from the south and east on a dedicated route. This is not in line with Cambridge County Council's Transport strategy.
Neutral comments	Bridge on B1046 is very important for Gamlingay residents, who use this route to access the market town of St Neots.
Suggestions	Ensure badger tunnels / underground wildlife routes are provided.

Table 4-16: Govia Thameslink Railway (GTR) comments

Supportive comments	No comments.
Opposing comments or concerns	Confirmation sought regarding whether the Scheme impacts on the infrastructure of the railway and that Network Rail as the infrastructure provider has been consulted on this application.
Neutral comments	- The Scheme does not have any impact on stations which dealt with by GTR and any planned works appears to be about 4-5 miles away from the nearest railway station. - Would look to Network Rail to protect rights of users of the railway infrastructure. Otherwise GTR would have no direct interest in this proposal.
Suggestions	No comments.

Table 4-17: Great Barford Parish Council comments

Supportive comments	No comments.
Opposing comments or concerns	- The large volume of vehicles entering onto the Black Cat junction from the north to turn west onto the A421 which will create significant tailbacks on the slip road, possibly impeding exit from the south bound dual carriageway. Traffic control signals may cause a problem for this journey. - Entering Black Cat junction from Roxton Road (C44) will be very difficult without traffic light control. - The northbound traffic on the A1 will still have to negotiate the double bend around Kelpie Marina. Without the natural obstruction to flow at peak times that was the old Black Cat, there will be no speed restricting tail back, creating a potential hazard as vehicles cross the old bridge south of Kelpie Marina. - There is no easy access on to the new northern roundabout for east bound flow from the B1428 Cambridge Road. The entry angle is wrong.
Neutral comments	The Black Cat junction solution needs to be right this time, and able to accommodate future traffic flow growth.
Suggestions	- A full cloverleaf junction may have been more appropriate at the Black Cat junction. - Would have liked the reconstruction to have incorporated a new straighter bridge for northbound traffic. This issue is likely to need resolving in a further 5-10 years. - Suggest strict mitigation measures to deter additional rat-running through the local villages during construction of the new layout. - The temporary enlarged Black Cat during construction must be fit for purpose, with better flow than the current Black Cat roundabout.

Table 4-18: Hail Weston Parish Council comments

Supportive comments	The Scheme is welcomed as it will alleviate current congestion and reduce travel time.
Opposing comments or concerns	- Concerned construction phase may create issues for local traffic. - Confirmation required whether Hail Weston would receive unnecessary increase in B645 traffic and HGV usage throughout construction.
Neutral comments	No comments.
Suggestions	No comments.

Table 4-19: Harlaxton Energy Networks Ltd comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	Harlaxton Energy has no assets in the area currently.
Suggestions	No comments.

Table 4-20: Health Education England comments

Supportive comments	No objections to the proposed Scheme application.
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	No comments.

Table 4-21: Health and Safety Executive (HSE) comments

Supportive comments	No comments.
Opposing comments or concerns	- Likely to advise against the application as the route passes through the land using planning zones, specifically the inner zones of the following National Grid Gas PLC pipelines: - HSE reference no:7471/ TRANSCO index no 1730/ 18 Feeder Huntingdon / Cambridge - HSE reference no:7472/ TRANSCO index no 1731/ 18 Feeder St Neots / Little Barford
Neutral comments	Hazard Substances Consent would be required to store or use any of the Named Hazardous Substances or Categories of Substances at or above the controlled quantities set out in Schedule 1 of The Planning (Hazardous Substances) Regulations 2016.
Suggestions	If the gas pipes were moved so that the dual carriageway was not within the inner zones of the above pipelines then HSE would not advise against the proposal.

Table 4-22: Mainline Pipelines Ltd comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	The Scheme does not affect Mainline Pipelines Ltd pipelines.
Suggestions	No comments.

Table 4-23: NATS Holdings comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	Anticipate no impact from the Scheme.
Suggestions	No comments.

Table 4-24: Natural England comments

Supportive comments	• Supportive of the structure, scope and context of the PEI Report, Environmental Impact Assessment (EIA) and key objectives of the Scheme. Generally supportive of the Environmental Measures to be embedded within the Scheme design to mitigate adverse environmental effects. Supportive of the proposal to deliver wider environmental benefits where practicable. • A satisfactory process has been applied to the identification and assessment of initial route options and selection of a preferred solution to best achieve the Scheme objectives. • Support the proposed incorporation of embedded mitigation measures to avoid and mitigate environmental impacts. • Satisfied with the desk-study and field-based survey approach being taken to the assessment of impacts on biodiversity, including statutory and non-statutory wildlife sites, priority habitats and protected species and Habitats Regulations Assessment (HRA). • Welcome that a programme of monitoring key biodiversity features and any species as specified in licences obtained from Natural England will be undertaken during the Scheme operational phase in order to inform species management and habitat maintenance. • Welcome that further work is being undertaken to assess direct impacts to bat roosts, including a possible barbastelle roost within 250m of the Scheme. • Retention of trees and woodland blocks will minimise direct impacts to woodland bird species although it is noted that disturbance / displacement may impact some species. • Supportive of the assessment of landscape and visual impacts of the proposed Scheme which will consider impacts on amenity from public rights of way and the effects of the Scheme on tranquility. Supportive of the planting proposed within the landscape strategy to reduce the significance of adverse impacts in the long-term. • Supportive of the proposal to consider the landscape character and amenity value of statutorily and locally designated wildlife sites including Papworth Wood and Elsworth Wood Sites of Special Scientific Interest (SSSIs), the River Great Ouse, Croxton Park and Eltisley Wood County Wildlife Sites (CWSs) and priority habitats such as ancient woodland and veteran trees. • Satisfied that that significant effects on geological and soil resources associated with both operation and future maintenance of the Scheme are unlikely and will remain scoped out of consideration in the Environmental Statement. • Welcome the proposal to consult Natural England with regard to the loss of best and most versatile (BMV) land and soils. • Supportive of the proposed embedded mitigation measures to minimise impacts on soils and geology including the careful alignment of the new dual carriageway to avoid or minimise the potential for interacting with known contaminated land where possible, and minimising the extent of land required to construct the Scheme to reduce the loss of soils. • Welcome the preparation of an Outline Environmental Management Plan (OEMP) and for detailed measures and procedures to be included within a Construction Environmental Management Plan (CEMP). • Welcome consideration of the effects of the Scheme on walkers, cyclists and horse riders. Supportive of proposed embedded and standard mitigation measures to minimise impacts to non-road users and to deliver new and re-aligned Public Rights of Way (PRoWs). • Support the assessment of the potential effects of the Scheme on road drainage and the water environment. Welcome the consideration of the

	ecological potential of waterbodies and other sensitive ecological receptors such as St. Neots Common and Elsworth Wood SSSIs, great crested newt ponds and potential impacts on water-dependent species. Welcome the proposed mitigation measures which seek to minimise impacts to the water environment. With these mitigation measures in place impacts are generally unlikely to be significant. Fully support the proposals to assess the effects of the Scheme on climate and a changing climate, on the environment. Welcomes proposed measures to reduce carbon emissions and provide resilience to the potential effects of climate change.
Opposing comments or concerns	- The Scheme could impact badger through the need to destroy setts and disrupt movement for feeding. - The Scheme could impact otter by disrupting its movement along the River Great Ouse and Hen Brook. - Habitat loss and disturbance may impact woodland and wintering and breeding birds including species of conservation concern and Schedule 1 species. The Scheme also has potential to impact barn owl roosts and feeding and dispersal habitat. - Potential for loss of terrestrial invertebrate habitat, in particular hedgerow habitat and small areas of rabbit-grazed short sward grassland which support a number of Nationally Scarce and Red Data Book species. - Construction of the Scheme could destroy amphibian habitat and put any Great Crested Newt or other amphibians present at risk of injury or being killed. - The proposed Scheme will have potential impacts on soils and geology through construction. - Construction of the Scheme will result in the unavoidable loss of soil resources, including permanent loss or potential downgrading of some agricultural land classified as Grade 1. This has been assessed as being potentially significant. - With mitigation, any increase in GHG emissions is expected to be minimal when considered in the national context and no likely significant effects are anticipated to the resilience of the Scheme to climate change.
Neutral comments	- Satisfied that the designated ecological sites to be considered within the air quality assessment will be confirmed following completion of detailed traffic modelling. - Welcomes that any alternatives and options identified and assessed as part of the design-development of the preferred route will be presented in the Environmental Statement (ES). - Agree that significant effects on hazel dormouse and on biodiversity associated with the future maintenance of the Scheme are unlikely and can be scoped out of consideration in the ES. - The Scheme area is not within or close to any statutorily designated landscape hence the Report considers it unlikely to have any significant impact. - It is unclear at this stage whether the Scheme will have any direct or indirect impacts on the qualifying barbastelle bat population of Eversden and Wimpole Woods Special Area of Conservation (SAC). - The loss of agricultural land classified as Grade 2 and Grade 3 soils are considered unlikely to be significant. - Data from ongoing bait marking surveying will inform where mitigation is needed and the form it should take, for example fencing and/or establishing new badger setts.
Suggestions	Highways England should take advantage of the Discretionary Advice Service (DAS) which provides non-statutory advice related to development

	proposals and the Pre-submission Screening Service (PSS) for proposals that will require a protected species mitigation licence. Highways England will need to specify where access has not been possible for survey work, where a letter of no impediment is required • A scheme of this scale should deliver significant biodiversity net gain in accordance with the Local Natural Capital Plan for the Ox-Cam Growth Arc and the aspirations of the Defra 25 Year Environment Plan. The Scheme should be viewed in the context of the proposed Oxford – Cambridge Expressway and wider the Ox – Cam Growth Arc project. • The Scheme should maximise biodiversity net gain rather than simply maintain existing levels of biodiversity. • The Scheme should contribute significant landscape-scale biodiversity enhancements to priority areas including the Ouse Valley and West Cambridgeshire Hundreds and include enhancement to the extent and connectivity of foraging habitat for bats. • The Scheme should seek to avoid any direct loss, disturbance and fragmentation of roosting and foraging habitat and flight paths for barbastelle bats as far as possible. Confirmation should be provided the HRA and ES that the Scheme has little effect on Eversden and Wimpole Woods SAC as well as proposed mitigation measures • Evidence should be provided in the ES to demonstrate - o Opportunities taken to conserve and enhance biodiversity and geological conservation interests in accordance with National Policy Statement requirements. - o A lack of significant effects on statutorily designated wildlife sites subject to the proposed mitigation measures. - o Any adverse impacts to some species through construction and that these will be mitigated to ensure that impacts are not significant. - o Operational impacts to habitats and species are considered not significant and/or can be mitigated through the Scheme design - o Mitigation measures to address adverse impacts. • The ES should present findings of protected species survey and assessment work, mitigation measures to address adverse impacts, a rationale for departures from Natural England's advice, and any consequences. • The ES should provide evidence to demonstrate: - o Limited impacts to only the River Great Ouse County Wildlife Site during construction - o No adverse impacts on sites considered to be too distant and/or not ecologically connected to the Scheme. - o All potential impact pathways have been considered in screening sites out of the detailed assessment - o No adverse impact to water dependent sites such as Portholme SAC and the Ouse Washes SAC, Special Protection Area (SPA) and Ramsar site. - o Why Elsworth Wood SSSI is not considered responsive to changes in groundwater, and evidence of why it has no hydrological connectivity to the Scheme. • Additional measures including location and design of signage and lighting should seek to minimise impacts on amenity and visual intrusion. Mitigation measures should be detailed in the ES. • Consideration should be given to the landscape character and amenity value of the Ouse Valley and West Cambridgeshire Hundreds. • Any assessment should consider potential impacts on access land, public open land and rights of way in the vicinity of the development.

	• Recommend reference to the relevant Right of Way Improvement Plans (ROWIP) to identify public rights of way within or adjacent to the proposed site that should be maintained or enhanced. • Incorporate measures to encourage people to access the countryside for enjoyment such as creating and reinstating existing footpaths and bridleways. Links to other green networks and urban fringe areas should also be explored to promote the creation of green infrastructure. • The ES should reflect the England Biodiversity Strategy and identify how effects on the natural environment will be influenced by climate change, and how ecological networks will be maintained. • We recommend caution regarding the application of 2km / 5km Zones of Influence (Zoi) for nationally / internationally designated sites pending the outcome of the detailed assessment and given the potential for impacts to occur over significantly greater distance. Cumulative impacts with the relevant Ox-Cam Growth Arc projects should be considered, including the proposed East West Rail line. • The ES should provide details of how any adverse impacts on soils can be minimised. • The ES should present the detailed assessment and mitigation measures to address any adverse impacts to the water environment.

Table 4-25: National Grid Electricity Transmission (NGET), National Grid Gas (NGG) PLC comments

Supportive comments	No comments.
Opposing comments or concerns	• Request further discussion with Highways England due to the proximity of the Scheme to electricity cables and gas pipeline assets.
Neutral comments	• National Grid Electricity Transmission has a high voltage electricity overhead transmission line within or in close proximity to the proposed Order Limits. ◦ 4VK (400kV) overhead line ▪ Eaton Socon – Wymondley Main ▪ Cottam – Eaton Socon – Wymondley 2 ◦ Fibre cable alongside the existing A428 alignment. • National Grid Gas has a high-pressure gas transmission pipeline and above ground installation (AGI) located within or in close proximity to the proposed Order Limits. ◦ Feeder Main 18 ▪ Huntingdon to St Neots ▪ St Neots to Little Barford Power Station ◦ AGI: Little Barford Power Station • References to Deed of Grant of Easement for National Grid pipelines and Overhead lines, which prevents the erection of permanent / temporary buildings, or structures, change to existing ground levels, storage of materials and right of access to retain, maintain, repair and inspect assets.
Suggestions	• NGET and NGG infrastructure will both require appropriate protection for retained apparatus including compliance with relevant standards for works proposed near its apparatus. • Detailed comments provided in relation to health, safety, proximity of works to assets including excavation and erection of buildings or concrete slab protection in the vicinity of assets. • Ground levels above our cables must not be altered in any way.

	- Construction traffic should only cross the pipeline at previously agreed locations where the pipeline will be protected by temporary rafts agreed with National Grid prior to installation. - A National Grid representative shall monitor any works near to the pipeline to comply with National Grid specification T/SP/SSW22., with access maintained during and after construction. - Depth and position of pipelines must be confirmed by trial hole investigation under the supervision of a National Grid representative.

Table 4-26: Network Rail comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	- Network Rail note that proposals include the construction of a new bridge over the East Coast Main Line (ECML). At this stage it is not sufficiently detailed to fully assess potential impacts of the Scheme on the railway and further information will be required to properly respond on the likely impacts of the proposed Scheme. - Require consultation with Network Rail Asset Protection and Property Teams to acquire the necessary licences /land ownership rights to implement the Scheme and to ensure that the design and construction of the proposed bridge will not have an adverse impact on railway operations. A condition of the Order would be that detailed specifications and plans of the new bridge over the ECML are to be provided and agreed in writing before development can commence. - Understand that the developer has already undertaken discussions with Network Rail and that these matters are in hand.
Suggestions	No comments.

Table 4-27: Office of Rail and Road comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	The Office of Rail and Road (ORR) has no comment on the statutory consultation.
Suggestions	No comments.

Table 4-28: Public Health England comments

Supportive comments	• Welcome the statement in the statutory consultation booklet that the Scheme will have a beneficial impact on noise for the surrounding area, recognising the importance to people's health and wellbeing. • Welcome the applicant's consideration of potential effects upon quiet areas and tranquillity. • Welcome the consideration of a 'thin road surfacing system' to reduce tyre noise generation and the consideration of acoustic barriers, and sympathetic landscaping to provide visual screening.
Opposing comments or concerns	No comments.
Neutral comments	• Expect decisions about noise mitigation measures to be underpinned by good quality evidence, specifically, whether mitigation measures are proven to reduce adverse impacts on health and quality of life. For interventions where the evidence is lacking, a proposed strategy for monitoring and evaluating effectiveness during construction is expected. • Expect the Construction Environmental Management Plan (CEMP) to include a programme of construction covering times and durations of noisy works, mitigation measures, and a strategy for communicating this information to local communities. • Expect proposals to take into consideration the evidence which suggests that quiet areas can have both a direct beneficial health effect and can also help restore or compensate for the adverse health effects of noise in the residential environment. • Expect the Environmental Statement (ES) to demonstrate whether wider determinants of health and wellbeing are likely to give rise to significant effects.
Suggestions	• Expect the proposal to improve the provision for active travel and physical activity. • Would like more information regarding "Low noise road surfacing along the new dual carriageway may be used to reduce traffic noise". • Expect a quantification of the effect on human health as a result of changes in environmental noise due to construction and operational phases of the Scheme. • Replace phrases such as "temporary", "limited duration" and "short-term" with actual durations, or for these terms to be consistently across the entire ES. • Recommend that information on PM2.5 should be included in subsequent documentation and submissions. • Request that the rationale for removing the annual background pollutant data is clarified. • Recommend that the applicant considers the need for additional air quality monitoring for both Nitrogen Oxide (NOx) and particulate matter at both existing and proposed locations where there may be elevated exposure to transport related air pollution. • Recommend that NOx and particulate measurement data be used to validate outputs of the model and requests that post completion monitoring should validate the predicted levels. • Define 'health' using World Health Organisation definition, ES should include data to identify the populations at risk, vulnerable populations and assessment of significance and assessments and findings of the ES and any Equality Impact Assessments (EqIAs) should be cross referenced between the two documents.

	• Review baseline data local data and public health reports Health and Wellbeing Board strategies or plans, CCG / NHS strategy or plans and the PHE fingertips data. Directly liaison requested with the Director of Public Health, CCGs and NHS to assist in the drafting of the ES. Information received through community engagement should form part of the assessment. • The PEI Report should reference the methodology used to complete assessments for the effects on mental health and wellbeing. Could use The Mental Well-being Impact Assessment (MWIA) toolkit to identify vulnerable populations and mitigation strategies. • ES must assess impacts to population and health receptors from changes in traffic conditions, congestion on the local highway network, severance, driver delay, and accidents, during both construction and operational phases of the Scheme. • Road traffic collision (RTC) data will be required and mapped. • The overall risk to Non-Motorised User (NMU) and impact on active travel should be considered on a case-by-case basis. • ES should identify the temporary traffic management system design principles or standards that will be maintained with specific reference to NMU. • Opportunity to contribute to NMU infrastructure should be discussed with the local Transport and Highways Depts • Any impact on tranquility in open spaces should be identified and assessed within the ES. • Impact of the development on the owners and tenants should be considered within the PEI Report and ES should assess the impact on the jobs and economic activity. • The need for monitoring should be assessed and reported within the ES.

Table 4-29: Roxton Parish Council comments

Supportive comments	• Best solution and provides access for Loves Farm development. • Good design for Black Cat junction.
Opposing comments or concerns	• Design for Black Cat junction produces noise, air and light pollution for Roxton. • It is not acceptable for new planting to only reduce the impact of 'some of the adverse effects'.
Neutral comments	• Confirmation sought on the extent of new signs, gantries etc. in and around the Black Cat junction and the new bridge opposite Roxton Garden Centre. • Confirmation sought on the percentage of Electric Vehicles assumed to be in use for in modelling predictions on noise and air pollution. • Confirmation sought regarding which physical features of the proposals achieve the below within the Roxton, Wyboston and Colesden areas: - o Maintain existing levels of biodiversity. - o Have a beneficial impact on air quality and noise levels in the surrounding area. - o Ensure the safety of cyclists, walkers and horse riders and public transport users by improving the routes and connections between communities. • Confirmation sought regarding which temporary measures will maintain existing public rights of way (PRoW) during construction. • Please demonstrate whether vehicle headlights on the new Black Cat junction will be visible to properties in Roxton, and which areas may

	experience this. Please confirm that physical features such as tree lines or solid fence will be added to the Scheme. • Please confirm the significant adverse effects identified on the locality of the Black Cat roundabout and proposed features to mitigate adverse effects. • Request confirmation of the baseline dB figures that the Scheme will be measured against and the physical features proposed to mitigate against effects of noise on Roxton. • RPC's preferred solution for noise pollution and vehicle headlights is for solid acoustic screening combined with woodland planting. • Note an error on the plan receptor no. 11 located on Park Road, Roxton is listed in the accompanying key as being St Neots Autograss Club rather than 'Park Road, Roxton'.
Suggestions	• Confirmation sought that the existing public transport routes (Stagecoach 905 – previously the X5) will be protected throughout construction and post opening. • Closure of School Lane, Roxton should be undertaken at the early stages of the construction. • Temporary signs should be erected on the C44 (Bedford Road) advising motorists that there is no access to the A1 via Roxton. • Confirmation sought that the existing 'Black Cat' silhouette feature will be retained and of its location on the finished Scheme. • The length of the two lanes exit from the C44 (Bedford Road) onto the new Black Cat junction be lengthened to allow a queue of at least four vehicles. • Continual interface required with Roxton Parish Council. • The new route from the bottom of School Lane, Roxton around Roxton Garden Centre and over the new bridge towards Chawston should be suitable for all vulnerable road users. • The railings to the new bridge opposite Roxton Garden Centre towards Chawston should meet the British Horse Society recommended height • All new footpaths/cycle ways and bridleways should be at least 3m wide. • Request acknowledgement that the results of existing WCH surveys of use will not reflect the aspiration users. Suggest an opportunity to encourage more sustainable uses of the public highway by increasing connectivity of the wider network between surrounding settlements. • Request that measures are taken to ensure the safety of WCH users within the application redline but also that Highways England will support RPC to secure similar measures be taken along the C44 (Bedford Road) under the jurisdiction of Bedford Borough Council. • All construction traffic should use A421, A428 and A1 and not the C44 (Bedford Road) or roads through Roxton, Wyboston, Chawston, Colesden, Great Barford or Blunham to access the construction area. • Request sight of the computer modelling of operations. • Request more woodland planting be added to the Scheme, specifically: - o On both sides along the full length of the new access track to/from Kelpie Marina. - o The area of land between this new Kelpie Marina track and the realigned northbound carriageway of the A1. - o Along the stretch of land south of westbound carriageway of the A421 from the Black Cat as far as application redline boundary. - o Along the stretch of land south of east bound carriageway of the A428 from the Black Cat as far as the new Little Barford bridge crossing. • Suggest significantly more woodland planting and wildflower meadow planting should be added to the Scheme to offset the effects of increased traffic use.

	- Request measures are incorporated within the Scheme to reduce the impact of all of the adverse effects. - Request lighting along the flyover section of the A428 be omitted from the Scheme to ensure existing light pollution levels are not increased as a result of the Scheme. Request that consideration is given to ensure that existing light pollution levels are not increased as a result of street lighting on all other sections of the Scheme. - Request for copies of the photomontages relevant to Roxton of the Scheme at the year of opening and fifteen years post opening. - Request that the noise receptor locations continue to be monitored through the construction phase and post opening for five years, thereafter bi-annual measurements (summer & winter) should be taken for years 6 to 15 post opening. - Request that the extent of the Noise Important Area (NIA) be extended to include eastern side of the village. - Request preliminary indication of which properties may qualify for insulation under the Noise Regulation. - Request details of the increase in noise levels and what receptors could experience this increase.

Table 4-30: SABIC UK Petrochemicals comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	The Scheme does not affect the ethylene pipeline apparatus.
Suggestions	No comments.

Table 4-31: Southoe and Midloe Parish Council comments

Supportive comments	- The Council are generally supportive of the Scheme which is long overdue. - The proposed alignment of the new dual carriageway is the best to serve the local community and the through traffic. - Supportive of WCH provisions.
Opposing comments or concerns	With the easing of traffic flow problems at A1/A428/A421, the problems may accentuate delays north and south of the current Black Cat roundabout.
Neutral comments	No comments.
Suggestions	Suggest upgrading the A1 from Junction 10 to Junction 14 to modern standards.

Table 4-32: Staploe Parish Council comments

Supportive comments	Supportive of the Scheme.
Opposing comments or concerns	- Concern regarding lack of stopping areas on the new dual carriageway. - Residents are worried that the local roads will be used as rat runs, specifically Duloe village.

Neutral comments	Wintringham Park will be finished before the new dual carriageway is built and the parish council feel that the development should not have been permitted before the new dual carriageway was constructed as the traffic will be terrible in the interim.
Suggestions	- Suggest bridges to be widened should the road be made three lanes in the future. - Request funding for chicanes or bumps to reduce traffic speeds in Duloe during construction.

Table 4-33: Telent comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	Response confirms that there are no items of relevant infrastructure located within the vicinity of the Scheme, and that they have no further interest in this current location.
Suggestions	No comments.

Table 4-34: Toseland Parish Council comments

Supportive comments	- The Council and the residents of Toseland village are generally supportive of the Scheme. - The Scheme will maintain the flows of traffic on the A428 and A1, leaving the local roads less congested at peak times. This will lead to the village being less of a “rat run” to avoid chicanes at Love’s Farm and current congestion on the A428. - The changes to the Eltisley junction will make this crossing less dangerous. - The Scheme largely protects existing rights of way, and thus takes the bridleway from Toseland to Abbotsley over the proposed new dual carriageway on a bridge (1/17)
Opposing comments or concerns	- Concerned that the land between the existing A428 and the new dual carriageway may attract infill building. - Local residents are extremely concerned regarding the proposed Toseland Road Bridge and that the new bridge will mean that residents are no longer able to enjoy the rural views they currently have. The bridge may have an overbearing effect on the village and its historic elements. - Concern regarding visual and noise impacts of the new dual carriageway.
Neutral comments	- Seek assurance that landscaping, including embankments and native deciduous tree planting, will be used to screen the new dual carriageway from the village, and absorb CO2 emissions, as far as it is possible to do so on this stretch of the new dual carriageway. - Confirmation sought as to whether the design of this interchange take sufficient account of the A14 improvements in calculating the traffic flows both east-west and north-south and also of its potential failures.
Suggestions	- Confirmation sought that there is no way to preserve the two 18th century cottages near the Black Cat roundabout. - Suggestion that the milestone on Ermine Street South, could be re-sited further down on Ermine Street South instead of being removed and destroyed. - There are two new ponds on the land behind Toseland High Street. These ponds contain Great Crested Newts, a protected species, and it is crucial that

	the Scheme makes appropriate arrangements for the preservation/conservation of these newts behind Toseland village, and particularly in the area between Gallow Brook and Hen Brook. • The Toseland Road Bridge may however have an overbearing impact on the historical elements. A reduction in the height of the bridge is suggested. Request more specific data to ensure the minimum amount of visual impact on the village. • It would be safer for walkers, horse riders and cyclists, if the entrances/exits of bridlepath 1/17 across the existing A428, were more directly aligned, so that the users could cross the road in a straight line, subject to landowners' permission to change the location of the bridlepath exit on the south side of the existing A428.

Table 4-35: Trinity House comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	• No issues foreseen with the issue of maritime navigation safety in relation to the Scheme.
Suggestions	No comments.

Table 4-36: Waresley-cum-Tetworth Parish Council comments

Supportive comments	• Strongly agree with the choice of route and design of the Scheme, especially the choice of a junction for St Neots East. • Approve of the design of the Black Cat roundabout, in that it allows uninterrupted flow along both the A1 and the A421/A428. • We strongly approve of the proposed Caxton Gibbet junction, which should solve congestion. • The underpass at Eltisley removes what was a hazardous junction with the A428. • Approve of the preservation of bridleways wherever possible, with safe, feasible routes across the highway.
Opposing comments or concerns	• May still be congestion at peak times for traffic moving between the A1 going north and the A428 going east.
Neutral comments	No comments.
Suggestions	• Request that the listed milestone on the B1040 is reinstated as near to its original position as possible.

Table 4-37: Willington Parish Council comments

Supportive comments	No comments.
Opposing comments or concerns	• Concern regarding increased traffic on the A603 from the Priory Business Park roundabout to Sandy roundabout on the A1 whilst the new Black Cat round about is under construction. • The documentation and explanation at the consultation sessions doesn't seem to indicate that recent traffic modelling has been undertaken, nor does it seem that a traffic flow has been modelled for the A603.

	- The traffic modelling that was on display only related to when construction was going to take place at the Black Cat roundabout. - Previous experience of construction on the Black Cat roundabout has shown an increase in traffic through the village of Willington on the A603.
Neutral comments	No comments.
Suggestions	Robust traffic calming measures will be needed on the A603 to mitigate the impact of the construction at the Black Cat roundabout.

Table 4-38: Zayo Group / Tata Communications (via JSM Group) comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	The Scheme is not in the vicinity of the network.
Suggestions	No comments.

Summary of responses to the statutory consultation from Section 42(1)(b) – local authorities

Table 4-39: Bedford Borough Council comments

Supportive comments	- Fully support the improvements and will be pleased to continue this through the consultation process. - Welcome the closure of direct access points onto the A1 around Black Cat junction, and their re-provision with new dedicated service roads. - Happy to continue discussions about the impact of the Scheme on public transport and NMUs (relocation of bus infrastructure and stops, realignment and replacement of PRow).
Opposing comments or concerns	- Air quality, noise and neighbourhood amenity – would like to know specific details of measures taken to mitigate the likely increase in air pollutants and noise during construction. - NMUs – the extent of impacts which are assessed on feeder PRowS between destinations should be extended from 1km to 5km, as many people cycling and walking travel greater distances than 1km. - Impact on human health – the PEI Report section on human health is based on Index Multiple Deprivation (IMD) data at local authority level. However, at a local level, data shows that the villages impacted by the Scheme fall into the most deprived 10%. It is of concern that the effects of construction activities around the Scheme will exacerbate barriers to services and community assets.
Neutral comments	Bedfordshire Borough Council is reviewing Local Plan 2030 – once adopted a review of the Plan will be completed in order to respond to the government's 'standard method' for determining housing need.
Suggestions	- The size and scale of the Scheme implies that a full Health Impact Assessment should be produced. - Request that there is continued liaison with Bedfordshire Borough Council's Traffic Manager on the detailed design and layout of the new service roads.

	• Due to predicted high volumes of traffic by 2038, Bedfordshire Borough Council welcome early discussions about de-trunking between Wyboston junction and the East Coast Main Line railway. • Welcome joint discussions with colleagues from Cambridgeshire County Council on the continuity of standards on the de-trunked section. • Welcome the opportunity to discuss monitoring during construction as well as post Scheme evaluation. • Welcome the opportunity to work on a communication strategy to ensure effective traffic management throughout the four year construction period.

Table 4-40: Cambridge County Council comments

Supportive comments	• Support alignment of the route and a junction at Cambridge Road. • Pleased with the reduction in the height of Black Cat junction, to reduce noise and visual impacts for residents by taking the A1 below ground level. • The road arrangements at the B1046 intersection, and the Eltisley junction will improvement both the dangerous junctions for drivers on the local roads.
Opposing comments or concerns	• Increased rat running through local villages. • Concerns that the junction at Cambridge Road will increase traffic along Cambridge Road, St Neots resulting in the need for additional pedestrian crossings for residents to access Wintringham Park from Loves Farm. • Concern raised that the Scheme does not alter the arrangements at Girton Interchange which is felt will cause a bottleneck that negates all the improvements the Scheme provides. • The junction arrangements at Caxton Gibbet should include a free flow slip road allowing drivers from Papworth A119 to access the A428 towards Cambridge without having to go through the roundabouts. • Requiring horse riders to dismount at either side of the underpass excludes horse riders that are unable to dismount their horse from the ground without assistance. • Highways England have not understood the extent of the rat running through Toseland and Yelling, Abbotsley, Great Gransden and Waresley.
Neutral comments	No comments.
Suggestions	• Residents have raised the need to improve junction arrangements at the M11. • Ensure that the access arrangements for horse riders do not exclude riders that are less physically able and allow access to the countryside. • The junction arrangements at Caxton Gibbet should include a free flow slip road allowing drivers from Papworth A119 to access the A428 towards Cambridge without having to go through the roundabouts.

Table 4-41: Cambridgeshire and Peterborough Combined Authorities comments

Supportive comments	• The Authority supports the Scheme in principle. • The Scheme provides excellent opportunities to deliver objectives of Cambridgeshire Green Infrastructure Strategy. • The Authorities welcome the intention of Highways England to enter into a Planning Performance Agreement with Cambridgeshire County Council • The Scheme has the potential to reduce significant rat running through local villages. • The Population and Health methodology proposed is consistent with good practice and the topics to be assessed are welcomed. • The Authorities are very supportive of this Scheme and wish to see it delivered in accordance with the timetable.
Opposing comments or concerns	• There is a considerable risk that the road will become a barrier for many walking and cycling trips especially in Papworth Everard and Cambourne. The authority wishes to ensure that there continues to be high quality cycle routes between the following: - o Villages to the south of the A428 and St Neots, Toseland and Yelling - o Papworth Everard and Cambourne - o Croxton, Eltisley and Cambourne - o Croxton, Eltisley and Papworth Everard - o Caxton and Papworth Everard • Confirmation sought regarding what engagement is planned for the local communities, including residents who don't have access to email or use social media. • More details are required regarding materials and the location of borrow pits and site compounds. • Confirmation sought on location of construction worker accommodation. • Confirmation sought on how will rat running be minimised during the construction phase. • The impact on local habitats and protected species needs to be revisited as the current findings are based on a two-day survey. • At every stage the impact of noise and vibration must be considered. Specific consideration needs to be given to vulnerable residents. • Additional information is required to understand the landscaping strategy. • Additional planting and screening are required to reduce the impact of lighting and signage in certain areas, especially where raised above current levels. • The impacts of lighting will need to be mitigated. • The PEI Report has failed to include the Cambridge University Hospital Foundation Trust (Addenbrooke's / CUH) in the list of community assets, which takes trauma patients from a wide catchment area therefore disruption during construction is likely to have an adverse effect on visitors to the hospital and emergency services. • Feeder PRowS should have been considered to a distance of up to 5km, rather than the 1km used in the PEI Report. • The PEI Report has taken a narrow baseline on which to base any potential positive or adverse effects on health. • The impact on local archeology has not been mentioned. This may lead to negative comments from residents. Additionally, more emphasis needs to be given to the considerable local heritage. • Overall, more emphasis has been given to indicating what could be done to protect the built heritage and historic landscape setting rather than to setting out the positive measures that can be designed to ensure that the extensive,

	non-designated archaeological settlement and funerary remains that will be negatively impacted by the Scheme will be suitably preserved. • The PEI Report ignores the impact in the Scheme on the known extensive archaeological resource in the Construction column, which deals solely with the demolition of Brook Cottages and the removal of a milestone at Eltisley. • The continued management of heritage resources might be required in the future and this should be acknowledged in the PEI Report. • It is possible that not all areas of the Scheme will be available for trench-based evaluation prior to the submission of the DCO application and this will considerably weaken the mitigation strategy. • The PEI Report describes operational effects on the recorded or unrecorded archaeological resource as not being envisaged which is an unqualified statement that could have been improved.
Neutral comments	• Confirmation sought on whether the purpose of the secondary roundabout at Caxton Gibbet is solely for farm use, as it appears to have priority over the service station/shop access. • It is unclear how the section of existing road from the north part of the bar bell to Wintringham Farm will function. Confirmation sought as to whether it be retained as a farm track. • County Council officers have been working with colleagues from Central Bedfordshire and Bedford Borough Council Historic Environment Teams and constructively with Highways England to consider how best to design and conduct an archaeological mitigation strategy for this Scheme that provides value for money, is fit for purpose and is innovative and engaging for local residents who will be affected during the development of the Scheme. This work is ongoing but is not evident in the PEI Report.
Suggestions	• Early engagement regarding traffic management changes for local residents. • The authority would welcome more information on the impacts and opportunities on the East West Rail. • Additional planting of woodland and trees to integrate the raised new dual carriageway embankments into the landscape at Caxton Gibbet. • Design the waterbody north of Caxton Gibbet junction as a landscape feature as it will be highly visible. • Proposed water bodies north of the new dual carriageway and on the road north of Eltisley must also have a landscape function in addition to drainage. • The native hedgerow proposed north of the new dual carriageway should be intermittent to allow views across the water bodies and of the full width of the landscape corridor. • The native hedge proposed south of the new dual carriageway should be augmented with tree planting and linear woodland features, as this area will be exposed in an open landscape. • More vegetation is required for the area located to the north east of Eltisley to help lessen the impacts of raised lighting and signage. • The materials storage and compound area south of the new dual carriageway is approximately 300m from dwellings at Eltisley village. Their impact on visual and residential amenity should be carefully assessed. • Additional tree/woodland planting is required to help integrate the proposed Toseland Road Bridge embankments into the landscape – a disguised north-south landscape feature. • Open landscapes around the water bodies west of Toseland Road Bridge are required so that they can be seen. • Additional planting is needed north and south of the new dual carriageway where it is passing through an open landscape, and particularly where it is raised over the bridleway and watercourse.

	• An additional woodland is required to the north west of the bridleway, linking with existing woodland to the north to integrate embankments into the landscape, particularly on approaches from the west. • Additional planting to the north of the road is required to help filter views from the bridleway. Preferably the planting will link with existing hedgerows and ditches. • More trees/landscape is required on the existing Cambridge Road Roundabout west of the new junction and north of the existing road. This is currently a very open and degraded landscape approach to the new developments in St Neots. • More woodland and avenue planting is required on the proposed bar-bell junction and approaches from the north and south to help integrate this into the landscape, and to help reduce the impact of high-level lighting and signage. • There is a need to develop a parkland landscape around the proposed water bodies. • The application would benefit from a full health impact assessment as requested at the EIA Scoping Stage which should have formed the basis of the "Population and Health" section of the PEI Report. • The PEI Report should have scoped into the assessment, the risk of suicide during both during the construction and operational phases, and Road Traffic Collisions both during the construction and operational phases. • The objectives of the archaeological excavations should acknowledge the need to conserve the significance of the archaeological resource in detailed investigation programmes that will include significant large-scale excavations, public engagement, research, analysis, publication and presentation in a variety of formats. It would benefit the A428 team to acknowledge the scale of impact and considerable time that will be needed in advance of the construction programme to conduct the necessary excavations. • Currently lacking is a high-level commitment to a public engagement strategy for archaeology during construction and what plans might be in formulation to display the archaeological evidence and curate a publicly accessible archaeological archive. • Overall, the impact of the proposals on listed buildings and conservation areas is likely to be neutral. A detailed Heritage Impact Assessment should be compiled to allow Officers to assess the impact against all relevant heritage assets. • Further detailed discussions with the constituent authorities should be undertaken. • The Authorities expect Highways England to learn lessons from the A14 scheme and provide clarity upfront through the DCO process as to how complaints from residents impacted by construction are going to be addressed. • Clarification will also be sought on potential Legacy opportunities for local communities, similar to those provided by the A14 scheme. The Authorities would welcome the establishment of a Legacy Fund by Highways England to allow issues that emerge after the DCO process to be addressed by Highways England in discussion with local authorities and local communities impacted by the Scheme and the construction activities. • To ensure that the Authorities can contribute effectively to the Scheme, South Cambridgeshire District Council and Huntingdonshire officers will seek Planning Performance Agreements, including financial contributions to enable the Councils to resource this process. • As a major infrastructure scheme closely surrounded by a large and growing number of homes and businesses and linking key employment sites it is vital

	that appropriate digital infrastructure (fibre ducting to support local business and residential digital connectivity) is deployed as part of the Scheme to support the current and future economic strength of our area.

Table 4-42: Central Bedfordshire Council comments

Supportive comments	- The Scheme is welcomed, and we support the provision of the free-flowing route being built to Express way standard. - Welcome the scale of the landscape mitigation east and west of the Black Cat junction and the new woodland and floodplain grassland. - The proposals are satisfactory from a water management point of view and the proposal flood management measures are welcomed. - Moving the combined footway/ cycleway away from the current Black Cat junction and offering a connection into NCN12 is an improvement, as is the new route along the proposed link road.
Opposing comments or concerns	- The scale and height of the junction will be highly intrusive and will not be able to be covered by tree planting. - CBC feel that the Scheme has not given due regard to the openness of the Central Bedfordshire landscape. It may only be 10 miles in length but the road crosses three landscape character areas. - An increase of 12,000 vehicles per day (from 30,000 to 42,000) with the Scheme in comparison to without the Scheme in 2038 is shown in the materials. If the impact of this change on the A1 south of the scheme is expected to be significant, as an authority we would consider objecting to the order on these grounds, if the scope of the scheme is not widened to provide appropriate mitigation to those junctions south of the scheme which will be negatively impacted by the proposals. - Concern raised regarding potential amount of streetlighting in close proximity to Sir Johns Wood – important to protect bats and their flight paths. - Lighting will have a major impact, particularly at the Black Cat. - Columns will have a major impact in the Ouse Valley and change the character of the open agricultural landscape, - The effects of the construction exacerbate barriers to services and community assets for deprived communities. - There is no mention of how air quality will be impacted on those routes that are set to see increases in traffic, with particular concern being the AQMA at Sandy.
Neutral comments	- Welcome the scale of the landscape mitigation east and west of the Black Cat junction. The new woodland and floodplain grassland are welcomed by local residents. - Benefits of north-south routes are unclear. The A1 needs to be given national priority to provide significant enhancements to connectivity and capacity to create a fully functioning strategic network in the area, and associated growth opportunities. - The PEI Report is unclear as to what work has or will be undertaken to model the impact of a free flowing A1 at Black Cat on the junctions and settlements further south. - Clarity is required on the scope of the business case for the Scheme, the growth within Central Bedfordshire which has been assessed as being unlocked by the Scheme and the current funding arrangements. - The Scheme needs to consider the potential for one of the East West Rail routes being selected which identifies a new station at a location north of Sandy, and how the Scheme may offer benefits to connectivity should this go ahead.

	- No detail at this stage on what type of new grassland will be provided or how it will be managed. - Clarification needed on the future use of materials and soil storage areas. - We do not envisage an impact in the CBC area based on the proposals as they stand.
Suggestions	- Solid barriers such as concrete blocks in of the central reservation design should be avoided. Suggest a green swathe between the carriageways between the Black Cat junction and the River Great Ouse to reduce the risk of Road Traffic Accident where animals are trapped in the carriageway and soften visual impact. - Traffic modelling for the impact of a free flowing A1 at Black Cat on the junctions and settlements further south must be completed as part of the full ES. - The Scheme must be progressed in conjunction with immediate consideration of the A1 and progressing the work completed in the A1 East of England Stage 3 Strategic Study. Highways England should offer an interim mitigation strategy for the A1 and extension of the Order Limits accordingly to allow for these works to be progressed through the DCO. - Request an assessment of the temporary impact of the vehicle recovery area site (inset 16.C) to be included in the scoping under a construction traffic management plan as part of the ES. - Clarification sought regarding the land within the Order Limits at inset 16D will be used for and whether this use is also temporary. - Require confirmation of how far south the assessment to close existing side roads junctions and private means of access was scoped, as there are locations within our authority area which access the A1 in this way which may have a safety impact and require further review. - The Scheme should demonstrate net gain for biodiversity, rather than maintaining existing levels. - Include Sir John's Wood in the preliminary environmental constraints. - The impact of the river crossing needs to be mitigated through design and landscape treatment, potentially the use of a green bridge. - The Scheme should seek to avoid over engineered, unnatural attenuation ponds with fencing or barbed wire, and integrate designs within landscape character. - The visual impact of the overbridge and the embankments will need to be mitigated by extensive "traditional" planting of trees and shrubbery. The engineered structures also need to be softened by planting or limestone facings. - An artistic celebration of the 'Black Cat' location would be welcomed. - The river bridge is an opportunity to create a distinctive crossing. An off-site landscape budget could help support planting along the river corridor in the vicinity of the bridge. - There is scope to create a publicly accessible link between the Barford Road and the river. This could be linked to a green bridge providing access across the river for walkers and cyclists. - More screen mitigation should be provided to protect the farmhouses to the north and south of the route. - The DCO application should include specific details of the measures that will be taken to mitigate the likely increase in air pollutants and noise south of the Black cat roundabout and properties in Tempsford whilst construction work is under way. - Request the ES assesses the operational noise impact south of the Order Limits, once the detailed traffic modelling is complete. - The application would benefit from a full health impact assessment.

	- Expect to see a full construction traffic management plan, including proposed HGV routing and this be subject to Local Highways Authority approval. The impact of the temporary roundabout at Black Cat on flows in and out of the CBC should also be considered. - Expect to see detail of specific mitigation measures to deal with impacts outside of the Order Limits both at a strategic and local level.

Table 4-43: Greater Cambridge Shared Planning Service comments

Supportive comments	No comments.
Opposing comments or concerns	- Potential transport impacts of the Scheme, which extend beyond the limits of the physical improvement works. - Concerned that the provision of a single lane on the A428 at the Girton interchange being created as part of the A14 Cambridge to Huntingdon improvement project may be insufficient to accommodate current and future numbers of vehicles that will be using the road, including traffic generated by the Scheme.
Neutral comments	South Cambridgeshire District Council and Cambridge City Council are party to the response to the consultation being sent in by Cambridgeshire County Council on behalf of Cambridge City Council, Huntingdonshire District Council, South Cambridgeshire District Council, Cambridgeshire County Council and Greater Cambridge Partnership.
Suggestions	Request that the benefits and feasibility are explored of including an all-ways junction at Girton interchange. An all-ways junction would provide through traffic with the option of avoiding the existing single carriageway onto the A1303 between the Hardwick roundabout and J13 of the M11. The A1303 route is already congested and any additional traffic on the A428 heading east into Cambridge will further exacerbate the existing congestion levels.

Table 4-44: Huntingdonshire District Council comments

Supportive comments	- Fully supportive of the Scheme. - The proposed improvements should, along with other interventions, provide transport capacity to support the significant levels of growth planned in Huntingdonshire and the surrounding area. It will support local and regional economic growth by way of improved access to the ports of Felixstowe and Harwich and it forms part of the wider scheme Cambridge – Milton Keynes – Oxford (CaMkOx) Expressway. - Investment in new infrastructure, designed to support housing growth and link communities, will attract and retain the talent which helps maintain and improve this area's position in the UK economy.
Opposing comments or concerns	No comments.
Neutral comments	- The Scheme should interact and integrate with capacity being provided elsewhere, such as the East West Rail Central Section between Bedford, St Neots area and Cambridge and the A1 East of England Study Improvements. - A joint response has also been submitted with Cambridge City Council, Cambridgeshire County Council, the Greater Cambridge Partnership and South Cambridgeshire District Council. - It is fundamentally important to Huntingdonshire District Council that there are no further delays to the delivery programme.
Suggestions	Construction needs to start at Caxton Gibbet.

Table 4-45: Milton Keynes Council comments

Supportive comments	- Strongly supportive of the Scheme. - This Scheme will improve journeys between Milton Keynes and Cambridge with a new 10 mile dual carriageway between the Black Cat and Caxton Gibbet roundabouts. - Supports the alignment of the new dual carriageway within the same corridor as the East West Rail (EWR) route (Corridor B), as for continued sustainable growth this alignment creates the best opportunity to maximise the potential offered by a major growth corridor.
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	- Comments that for the Council to support the Scheme it will need to align to the Council's sustainability agenda and is conditional on addressing the environmental impacts of a new dual carriageway road. The Council's support is conditional upon the delivery of environmental mitigation and public transport and cycling improvements within the corridor: - Highways England should work with local authorities within the Cambridge -Milton Keynes - Oxford arc to fund high quality cycle infrastructure, both within and between towns and cities in the corridor. - Highways England should demonstrate a strong commitment to wildlife and biodiversity along the route and establish wildlife corridors in order to mitigate the impacts of the road and provide net environmental betterment. - Highways England should demonstrate a strong commitment to public transport within the corridor, including the provision of public transport facilities such as bus priority lanes and Park and Ride sites in strategic locations along the route.

Table 4-46: Peterborough City Council Planning Services comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	This Authority has no comment to make on this matter at this time.
Suggestions	No comments.

Summary of responses to the statutory consultation from Section 42(1)(d) – land interests

Table 4-47: Landowner Ref W25 comments

Supportive comments	Support the route and alignment of the new dual carriageway through their property.
Opposing comments or concerns	- Concerned about the area of environmental mitigation restricting farming the land on both sides of Hen Brook which is essential for the business. - Require an access direct from the B1046 and from the emergency access marked on an attached plan. If these two accesses are provided there would be no need for the access track on their land marked eastwards from the flood compensation area. These accesses via the B1046 will replace the present internal access to land farmed to the north, east and west of the new and existing A428. - Concerned that a large amount of good agricultural land will become permanently under control of Highways England. They need to retain this land under their ownership and management to help better meet environmental objectives.
Neutral comments	Need to own and control the area including the bridge over Hen Brook westward to the existing A428 to maintain countryside stewardship obligations, access the fields to the north and south safely and prevent trespass.
Suggestions	Suggest that the environmental mitigation area should be moved to a position east of the new dual carriageway shown on an attached plan.

Table 4-48: Landowner Ref W18 comments

Supportive comments	- Supportive of the Scheme. - Ability to stay on A1 without using roundabout is welcomed.
Opposing comments or concerns	- Concern about environmental impact through use of farmland, including loss of habitats and green areas. - Existing A428 looks to be disrupted at Eltisley junction.
Neutral comments	No comments.
Suggestions	Ensure existing A428 remains open throughout, including late at night.

Table 4-49: Landowner Ref W24 comments

Supportive comments	Support the route of the Scheme.
Opposing comments or concerns	- Concern regarding excessive area and location of environmental mitigation. - Concerned regarding loss of good agricultural land. - Concern regarding loss of control over areas where compulsory powers are not necessary for construction of the Scheme. - Concern regarding inadequate road access to fields and land severed between north and south fields.
Neutral comments	No comments.
Suggestions	Areas subject to compulsory powers could be provided temporarily under Article 30.

	• Environmental mitigation should be in quieter areas where plants, animals and insects can thrive either to the east or nearby. The landowner is happy to consider such areas within their property. • As much land as possible should be returned to agricultural land. • Areas of environmental mitigation should not be purchased through compulsory powers but should be returned to the estate if not needed for the Scheme once complete. • Provide new farm access from the southern roundabout of new Cambridge Road junction southwards. • Replace existing farm access south of existing A428 following Wintringham Brook tributary with an additional access from Cambridge roundabout on existing A428.

Table 4-50: Landowner Ref W14 and 23 comments

Supportive comments	No comments.
Opposing comments or concerns	• Strongly object to the Scheme for the following reasons: ○ Excessive land acquisition. There is no clear case in the public interest to put all this part of the Scheme on the land. ○ Feel the site selection process has been driven by neighbouring properties, their tenants and their objections. • Report from WSP which includes further detail on the following: ○ Based on what can be measured from the drawing, the Scheme does not meet the Design Manual for Roads and Bridges (DMRB) minimum requirements and is more suited to roads with a 30 mph speed limit (see Manual for Street 2 (MfS2). Since DMRB standards have not been followed, using 50kph as the design speed would comply with the approach used in MfS2 and help reduce vehicle speeds. Providing a superior horizontal geometry would likely promote speeding through the road. ○ Revised alignment design provided, including reshaping of ponds and movement of landscaping area, saving 2300m ○ Excessive landscaping. The reason for such a wide buffer zone (approx. 10m) on the western side of the road is not clear. From a highway engineering perspective, this has no effects in terms of road safety/performance. Nevertheless, it may be related to the construction phase or utilities diversion. ○ The ponds are excessive in order to move the road further into our plot.
Neutral comments	No comments.
Suggestions	• Suggest access is provided to the paddock at the bottom of the land. • Please revert to design presented at non-statutory consultation. • Proposed revised layout (with drawings provided) comprising: ○ New alignment to allow for 70m forward visibility splay, allowing more flexibility without compromising forward visibility, swept path analysis or safety. ○ New design of ponds to increase land efficiency (drawings provided). ○ Any land outside of basic landscaping requirements should be returned to including that on the opposite side of the proposed road.

Table 4-51: Landowner Ref W42 comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	The Scheme has no impact on the landowner's development.
Suggestions	No comments.

Table 4-52: Landowner Ref W31 comments

Supportive comments	No comments.
Opposing comments or concerns	- Concerns relating to land drainage and reinstatement as the land is currently well drained to existing ditches which will be realigned during the Scheme. - Concerns that there is no field access to retained land adjoining Eynesbury Plant Hire or from Abbotsley Road. - Concern regarding noise implications on Rectory farmhouse and two cottages during construction and on completion of the Scheme. - Location of compounds and construction area on land to the rear of Rectory Farm is deemed as unnecessary.
Neutral comments	- Clarification sought regarding proposed accesses to Rectory Farm Cottages during the construction phase and on completion of the Scheme, including details of turning circles. - Clarification on noise protection measures, landscaping strategy and boundary treatments including those responsible for landscaped areas. - Clarification of design of and need for lighting and illuminated structures.
Suggestions	- Request construction and compound area to the rear of 1 and 2 Rectory Farm Cottages be removed from the Scheme. - Independent accesses required for 1 and 2 Rectory Farm Cottages. - Reinstate access to land adjoining Eynesbury Plant Hire or from Abbotsley Road. - Continued access to fields must be maintained during and after construction.

Table 4-53: Landowner Ref W30 comments

Supportive comments	No comments.
Opposing comments or concerns	Concern regarding access for construction vehicles via a temporary area for recovery vehicles (marked 16.A on plans). Understanding that this is no longer required, with a solution being found with another landowner, therefore should be removed from the plans.
Neutral comments	No comments.
Suggestions	No comments.

Table 4-54: Landowner Ref W44 comments

Supportive comments	Supportive of the Scheme alignment, junction designs and plans for walkers, cyclists and horse riders.
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	No comments.

Table 4-55: Landowner Ref W3 comments

Supportive comments	Agree with the proposal to close the entry to the landowner's private road from A1 southbound.
Opposing comments or concerns	- Do not accept the plan to use part of the land for a turning circle. - Concerns regarding the access service road for the exit from the petrol station adjacent to property.
Neutral comments	No comments.
Suggestions	No comments.

Table 4-56: Department for Environment, Food and Rural Affairs (Defra) comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	No interest in the land.
Suggestions	No comments.

Table 4-57: Landowner Ref W37 comments

Supportive comments	No comments.
Opposing comments or concerns	Concern regarding unnecessary land take near commercial yard and dwelling.
Neutral comments	Clarification sought on reason for locating balancing pond on land.
Suggestions	- Green temporary land located between residential property and commercial buildings be removed due to causing interruption for business. - Green temporary land is not used as a construction compound or storage due to the proximity to the dwelling and commercial buildings. - Relocation of area proposed as permanent landscaping to facilitate planned expansion of commercial yard. - Access to front field is required, suggest that this is provided onto the new link road.

	Clarification required regarding boundary treatments and landscaping during construction.

Table 4-58: Landowner Ref W19 comments

Supportive comments	No comments.
Opposing comments or concerns	- Strongly opposed to the Scheme. - The realignment of the Orange route takes the road closer to the house and will have significant impact of the value and enjoyment of the residence. - Highways England confirmed that trees would be planted to screen us from the road, but these have not been made clear on the plans. - Concern regarding movement of alignment closer to residence to accommodate existing historic tree.
Neutral comments	Clarification requested on mitigation in place for noise and vibration and disturbance to property.
Suggestions	No comments.

Table 4-59: Landowner Ref W45 comments

Supportive comments	Supportive of the Scheme and route alignment.
Opposing comments or concerns	No comments.
Neutral comments	- Future improvements to the A1 through Black Cat should be considered within the design. Black Cat should be future proofed for a connection to a new town at the southeast corner of the roundabout. - A new junction should be delivered east of the East Coast Mainline to maximise connectivity with a new railway station along East West Rail. This will require an amendment to the Order Limits to ensure that there is sufficient land available to provide a suitably designed junction arrangement. Any compulsory purchase of land required to deliver the Scheme should be defined on this basis. - Welcome clarification in relation to the intended construction programme as this will inform the delivery programme for a proposed new town.
Suggestions	- The junction design should be reviewed to ensure that growth could be accommodated within the capacity of the junction, with specific regard to the proposed access/private road to connect to the southeast corner of the roundabout. - The route should be delivered at pace, starting at Black Cat roundabout given the existing highway capacity issues experienced at this junction. - There should be a concerted effort to maximise opportunities in the creation of the new town and the project delivery team to realise efficiencies and economic benefits to both schemes.

Table 4-60: Landowner Ref W26 comments

Supportive comments	No comments.
Opposing comments or concerns	The Scheme will result in extinguishment of the service area, including the restaurant.

	There will be a significant under-provision in roadside services at the intersection of the A1 and A428 and less effective provision at the intersection of the A428 and A1198.
Neutral comments	No comments.
Suggestions	No comments.

Table 4-61: Landowner Ref W2 comments

Supportive comments	No comments.
Opposing comments or concerns	Concerns around the heavy goods vehicles using access road for the Nagshead Lane and the subsequent increase of light, pollution and noise. As they pass through an 'S' bend, a straight road would be better.
Neutral comments	No comments.
Suggestions	- Suggest grass banks or bunded road sides. - Suggest improvements to Nagshead Lane water course and drainage around new S bend around house.

Table 4-62: Gayatri Food Group Ltd comments

Supportive comments	No comments.
Opposing comments or concerns	- Strongly oppose the Scheme. - Design of the Scheme, specifically the new bridge at Caxton Gibbet removes all passing trade which will lead to a loss of business.
Neutral comments	No comments.
Suggestions	No comments.

Table 4-63: Gleneden Plant Sales Ltd comments

Supportive comments	No comments.
Opposing comments or concerns	- Concerns relating to the removal of a 'road frontage' and prominent visibility which is an important consideration and lengthens access, journey distance and time. Concern regarding future new business, in light of the recognition of the site and operation. Concerns regarding increased travel costs for the business and access for both staff, new and existing clients. - The land was purchased in 2018 because of its attributes and appropriateness for business operations. Considerable investment was made on the site. This gave the business a suitable location to move to which included the below essential criteria which will be heavily compromised by the Scheme. - Direct access onto the A1 suitable for large vehicle deliveries - Prominent positioning on the A1 for advertising - Suitable size of plot for the commercial operation of the business. - Link road system creates a much longer and less direct route and as such increases business costs. - Operational challenges and loss of capacity due to land take, causing additional costs. - The proposals prejudice the landowner and their business interests.

	Assurance required that the detailed designs need to be wholly suitable for the current operation. Highways England has a duty to ensure that at no point should the premises be cut off from the highway network, so the business can continue operating throughout construction.
Neutral comments	No comments.
Suggestions	No comments.

Table 4-64: Landowner Ref W16 comments

Supportive comments	Approve of the proposed alignment of the road.
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	- Access to bellmouth needs to be widened to 6m wide with 10.5m vision splay for safety reasons. - Access from depot to field must be maintained for dog walking.

Table 4-65: Landowner Ref W33 comments

Supportive comments	No comments.
Opposing comments or concerns	- Clarification sought on noise protection measures and boundary treatments. - Concerns relating to lighting and illuminated structures close to the property. - Concerns relating to access to property being maintained during construction.
Neutral comments	- Clarification sought on noise protection measures and boundary treatments and to who responsibility falls for landscaping and maintenance. - Clarification sought on the design and need for lighting proposals.
Suggestions	No comments.

Table 4-66: Landowner Ref W7 comments

Supportive comments	Black Cat junction design will improve traffic flows enormously in the Tempsford area, eliminating tailbacks and reducing noise and pollution.
Opposing comments or concerns	- Concerns around what the land for the memorial hall will be used for. - The Black Cat improvements will move the problem up to the Buckden roundabout which already suffers from long tailbacks at peak periods. - Opportunity should have been taken to remove the Tempsford Bends. Lorries continue to take these bends at speed and one or two lorries overturn each year.
Neutral comments	No comments.
Suggestions	No comments.

Table 4-67: Landowner Ref W20 comments

Supportive comments	Strongly support the Scheme.
Opposing comments or concerns	- Land drainage concerns. - Gates needed on the concrete apron area in front of land.
Neutral comments	Confirmation sought regarding whether there will be trees planted on the Roxton Road embankment.
Suggestions	No comments.

Table 4-68: Landowner Ref W28 comments

Supportive comments	No comments.
Opposing comments or concerns	- Concerns around the considerable land take occupying permanently or temporarily the bulk of the 65.44 acres in their ownership around Black Cat during construction leaving only a small area for farming. - Clarification of the boundary treatments during the construction phase.
Neutral comments	No comments.
Suggestions	Access to be available retained land during the construction phase specifically land to the north of the A421, meeting the requirements of modern farm machinery in terms of turning circles and widths.

Table 4-69: Landowner Ref W34 comments

Supportive comments	No comments.
Opposing comments or concerns	Confirmation sought regarding use of resident's garden defined as "limits of deviation". The area consists of mature tree planting and currently acts as a visual and noise barrier from the road. Removal of these trees would have a negative impact on the property.
Neutral comments	Clarification sought on boundary treatments to maintain security of property.
Suggestions	No comments.

Table 4-70: Landowner Ref W32 comments

Supportive comments	No comments.
Opposing comments or concerns	Concerns relating to drainage issues which will arise as a result of the Scheme impacting the productivity of the land.
Neutral comments	- Clarification of the boundary treatments and the responsibility of the landscape areas. - Confirmation sought of continued access maintained during construction. - Clarification sought regarding width of turning circles and security arrangements at access point from a new roundabout on the slip road to the west bound carriageway.

Suggestions	- Request for an upgrade to the electricity cable that runs across pastures farm which is to be redirected as part of the Scheme, to ensure sufficient supply is given to the farm. - Reinstatement of the land drainage and ditches following completion of the Scheme.

Table 4-71: Landowner Ref W46 comments

Supportive comments	Overall supportive of the Scheme.
Opposing comments or concerns	- The route has been shown to come close to Eltisley and landowner's property. - Concern regarding impact of the elevated junction at Caxton Gibbet. - Concerned that the local environment has not been sufficiently protected. - Concerns around noise, pollution and air quality at Eltisley.
Neutral comments	- Clarification sought regarding how the environment of local residents is protected during construction. - Clarification sought regarding mitigation of impact of elevated Caxton Gibbet junction in terms of skyline, noise and pollution. - Confirmation sought that 'low road noise surfacing' will be used in the section around Eltisley and that noise barriers will be placed south of the A428 east of Eltisley. - Confirmation sought regarding the placement of the Grade II listed milestone, and whether the community can input into its placement. - Confirmation sought that the new dual carriageway will not become a motorway.
Suggestions	- Re-siting the Eltisley junction further to the west of the village to tie into the B1040. 'Village only' signs to be added at Eltisley. - Provision of cyclepath to be continuous across new and existing elements of the A428. - Request updates in relation to noise, vibration and air quality modelling. - No traffic, including construction traffic, should be diverted through Eltisley.

Table 4-72: Landowner Ref W10 comments

Supportive comments	No comments.
Opposing comments or concerns	- Opposed to the Scheme. - Concerns regarding the impacts of the proposed alignment of the new dual carriageway. - The proposed new dual carriageway will cut behind the property, however the existing A428 will continue to run to the front. As a result, this residential property is going to be significantly blighted. - Concerned that Highways England deems property currently "excluded from powers" which will be "un-affected" by the proposed re-routing. - Concerned that this Scheme will have major impacts in terms of noise, air and light pollution etc. for those occupying the properties together with a significant impact on values. - Concern regarding land term use of land close to Cambridge Road junction and closures of existing entrances to farmland, which will require a new Right of Way to be created on the land to allow access to neighbouring properties.
Neutral	No comments.

comments	
Suggestions	No comments.

Table 4-73: Landowner Ref W47 comments

Supportive comments	Generally, support the new dual carriageway and the proposed junction and do not want to hinder adjoining landowners.
Opposing comments or concerns	- Very concerned over the proposed initial part from the Bedford Road of the new access route for Kelpie Marina and the associated landscaping proposals. The route cuts through the land owned and along the south western boundary and dramatically reduces area of usable land post road Scheme. The land under the two titles currently extends to about 1.90 acres and if proposed access road goes forward in the current position, the area of land will be drastically reduced to about 1.10 acres. - Appreciate that the owner will be compensated under the Compulsory Purchase procedures, however, expressions of interest have been received from commercial developers have been received looking to use the land for potential roadside services, garage, restaurant, drive through facilities or rest areas which require areas of the current size. The reduced area or the proposed position of the access route would not be feasible for any commercial development. - For a commercial use of the land the route only warrants some metres movement south and south west.
Neutral comments	The proposed part of the initial section of the Kelpie Marina access together with the lack of other suitable areas when reviewing the proposals on a wider Scheme provides potential for a highway service facility at a key infrastructure junction.
Suggestions	- Consider the re-positioning of the initial part of the Kelpie Marina access route or a total re-location alongside the associated landscaping proposals to allow potential commercial development on the land. - Movement of access route away from the vicinity of the land or on the adjoining land and re-located to the other side (eastern) of the A1.

Table 4-74: Landowner Ref W4 and W6 comments

Supportive comments	It was good to see that the footpath that currently runs along the A1 going south on the northbound side is to be extinguished. This together with the provision on the new Nagshead Lane relief road will make life much easier for those of us that like to take a walk.
Opposing comments or concerns	- Concerns relate to additional traffic passing Thatch Cottage, Nagshead Lane, Wyboston. A government study in 2016 showed 25,000 vehicle movements per day in each direction along the stretch of the A1 from the A421 to the A428 with likely increases since publication. Concern that there will be further increases following works completion in all directions including past the property due to lack of congestion in the vicinity of Black Cat junction attracting more drivers. - The A1 is very close to many residential properties. The noise barriers and road surface are not sufficient to reduce the impact of noise. - Thatch Cottage's closest boundary is under 4m from the nearest A1 fence, which is only just 6ft high. - Considerable concerns relating to air quality. - Concern that there will be no hard shoulder on the A1 following removal of direct accesses, which may result in serious accidents. - Concern regarding turning circle size in Nagshead Lane.

Neutral comments	No comments.
Suggestions	Request speedbumps to slow traffic and reduce noise at new exit from BP service station southbound due to close proximity to property and bedroom window (above fence line). Noise from traffic exiting from the service station currently impacts property, especially at night, due to 24 hour opening times. Suggestion that these measures would also benefit house holders along the southbound side of the A1 as this new dual carriageway will be close to their fence boundary.

Table 4-75: Landowner Ref W1 comments

Supportive comments	Very supportive of the Scheme, well thought through.
Opposing comments or concerns	No comments.
Neutral comments	Needs to be free flowing north, south, east and west (Black Cat).
Suggestions	Keen to see the Scheme progressed at pace.

Table 4-76: Landowner Ref W43 comments

Supportive comments	No comments.
Opposing comments or concerns	- More information required as to whether there will be storage of materials, machinery and construction employees' cabins in BD 163251 and BD 16255. - Concerns regarding the use of the boat yard access road as this land is needed to expand the existing garden centre as it will be used for car parking.
Neutral comments	No comments.
Suggestions	No comments.

Table 4-77: Landowner Ref W29 comments

Supportive comments	No comments.
Opposing comments or concerns	- The replacement farm access flyover does not meet the existing A428 on the southern end. Confirmation is sought that this new section of road will be linked with the existing A428 in order to provide the access which is being removed. Concerns about risk of travellers entering the new bridleway access of the existing A428. - The creation of a new habitat detailed on marker 11650 is excessive and will adversely impact the efficiency of the farmland. - Concerns around land drainage, reinstatement and boundary treatments. - Permanent access rights and amount of land required for construction are considered excessive. - Shape of landscaping north of the new dual carriageway is impractical with existing farm operations and will lead to problems with machinery.
Neutral comments	Clarification of the distance between the parapets and full specification of new overpass to ensure its suitable for farm vehicles as well as responsibility for ongoing maintenance.

	- Clarification regarding use of land adjacent to commercial yard and confirmation sought that access to the yard will be maintained. - Clarification sought on maintenance, security and monitoring of emergency access roads. - Clarification sought on the use of a track to be included under permanent access rights and whether it will be upgraded as part of the works.
Suggestions	- All new access must be suitable for modern farm machinery. - Suggest design removes risk of travellers entering the new bridleway access off the existing A428. - Confirmation sought regarding the specification of the access point to be created, and that this is constructed prior to any works to maintain access. - Existing field accesses should also be maintained throughout construction. - Access track to be constructed between Gallow Brook and the new dual carriageway.

Table 4-78: Travelodge Hotels Ltd comments

Supportive comments	No comments.
Opposing comments or concerns	- The hotel and associated catering facilities perform an important function in supporting a safe strategic road network in this location as is reflected in industry standards and government policy as set out in the Department for Transport policy on roadside services which states: "The primary function of roadside facilities... is to support the safety and welfare of the road user." - Demolishing the hotel will result in loss of employment. - Travelodge and the Freeholder believe that extinguishment of the hotel would potentially be a missed opportunity to maintain an important contributor to the safety and welfare of the road user.
Neutral comments	No comments.
Suggestions	All reasonable efforts should be made to relocate the hotel on the new roundabout should this be reasonably possible.

Table 4-79: Urban & Civic PLC comments

Supportive comments	- Detailed alignment provides improvements to A428 situation and alignment. - Provides good connectivity to the north. - The proposed changes to the road junctions are a significant improvement on the existing arrangement and will provide good connectivity with the existing A1.
Opposing comments or concerns	Alignment doesn't maximise the opportunity for future developmental growth in the region as much as possible. Design limits connectivity to the south, specifically Tempsford which is identified as a 'Future Location for Growth'.
Neutral comments	No comments.
Suggestions	The Scheme would benefit from an additional junction around the area of Tempsford, similar to the design of Cambridge Road junction, which would provide vital connectivity for future developments. Proposals for A428 improvements should not prejudice such a junction from being implemented via constraining geometric aspects such as forward visibility and vertical and horizontal alignments. Plans to support the suggestion submitted with response.

	- The new access from the circulatory carriageway provided for the existing mineral extraction operation could be also used as an opportunity to link southwards into an area of further development growth. This access could also provide an option for a direct link to any proposed Transport Hub that may be brought forward as part of the ECML/EWR route intersection. Plans to support the suggestion submitted with response. - Further walkers, cyclist, horse riders measures and environmental mitigation may be required subject to the design changes proposed above.

Table 4-80: Landowner Ref W15 comments

Supportive comments	No comments.
Opposing comments or concerns	- The plans identify the provision of a new access road called "The New BP Garage Access Service Road". The General Arrangement Plan does not state that the existing accesses into and exiting the service station from the A1 will be closed off. However, at the recent public consultation, a Highways England representative advised that the egress from the service station on to the A1 will be closed off. In its place, the proposed egress will be 1km distant from the service station via a new 30mph service road. The access on to the new service road will not have traffic lights at its junction with the new roundabout. Phasing arrangements will make entry on to the roundabout difficult. - The new proposals include six departures from DMRB. (We understand the existing access at the service station is currently not DMRB-compliant.) Highways England have stated that the departure from the manual is acceptable for the other departures on to nearby side roads but not for the existing departure due to traffic numbers. - The current plans show the service station area as being a scoping area, so it is not clear whether any land within the service station will be required for the Scheme (either permanently or temporarily). - Highways England have stated that the existing access into the service station cannot be upgraded due to other access points into nearby side roads. - Strongly objects to the proposed arrangements for the following reasons: - The closing of the existing egress and its replacement with a minor service road will fundamentally affect the roadside business at this location. The service station relies on passing traffic and ease of access to its facilities, both of which will be severely affected by the proposals. - Insufficient modelling evidence has been provided in relation to the proposals for these access and egress proposals. - Job losses are likely to be required. - Cause an injurious effect on the service station's value. - If no solution can be reached, the landowner will object to the DCO once it is made.
Neutral comments	No comments.
Suggestions	- An alternative to the current proposals, which leaves the existing access and egress unchanged, will avoid an additional financial burden on the Scheme and assist with its delivery. - Highways England to consider the options for a relocation.

Table 4-81: Landowner Ref W35 comments

Supportive comments	No comments.
Opposing comments or concerns	- Confirmation sought of provisions to replace the current access to Chawston Lane. It was proposed that there would be a new gateway constructed along the new link road; this was confirmed via email but does not appear on the current plans. - Confirmation of the boundary treatments and the provision for landscaping.
Neutral comments	No comments.
Suggestions	No comments.

Table 4-82: Landowner Ref W36 comments

Supportive comments	- New accesses are of a sufficient size for modern farming equipment specifically the underpass which is to be provided. - Support Black Cat junction and Eltisley junction design. - Approve of the Scheme design to support approved housing developments.
Opposing comments or concerns	- Current access to the track to Rectory Farm is within the Order Limits. Confirmation is required that this track won't be used by construction traffic. - Clarification of the boundary treatments and noise protection. - Concern regarding severing of land owned. - Concern around approach to management of issues such as land drainage and reinstatement as the land is currently well drained to the existing ditches which are to be realigned during the Scheme. - Would have preferred a closer alignment to the existing A428 to reduce environmental impact. Concern regarding habitat protection. - Concern in relation to suicide prevention regarding layby provision close to the bridge crossing the railway. - Caxton Gibbet roundabout requires a large amount of land take. - Highways England should seek to reduce congestion by removing cars from roads, not increasing capacity. - Scheme reduces agricultural productive land significantly, needed for the UK to be self-sufficient.
Neutral comments	- Clarification required regarding mitigating light pollution for nocturnal species. - Clarification of traffic congestion flows at Caxton Gibbet. - Consultation should be clearer on where air quality is expected to change, and positively or negatively.
Suggestions	- Suggest amalgamating two Eltisley roundabouts and two Caxton Gibbet roundabouts to one at each junction to reduce land take. - Suggest a layby at ground level after the railway crossing to assist in suicide prevention. - Design should be future-proofed, such as the electric car charging road in Sweden and solar panels used for lighting. - Suggest more cycling and walking routes to connect Little Barford and Tempsford and a link to Roxton or cycle route 12. - Improve public transport, encourage lift-sharing and change driver habits such as moving to electric cars to reduce air pollution. - Suggest more park and ride facilities. - Suggest more landscaping along the road and replacing lost habitats. - Suggest closer development with East West Rail scheme. - Consider use of wildlife paths and bridges. Plant trees with fungus on roots.

Table 4-83: Landowner Ref W39 comments

Supportive comments	No comments.
Opposing comments or concerns	- Strongly oppose. - Oppose the current alignment of roadway and advocate its realignment to a route north of its current alignment to minimise the sterilisation of otherwise developable land, in the order of over 100 acres. - Concern regarding extent of land take.
Neutral comments	No comments.
Suggestions	No comments.

Table 4-84: Landowner Ref W38 comments

Supportive comments	No comments.
Opposing comments or concerns	- Strongly oppose the Scheme. - Oppose the current alignment of roadway and advocate its realignment to a route north of its current alignment to minimise the sterilisation of otherwise developable land. The extent of developable land sterilised by this Scheme (excluding land and exclusion zones directly required for the Scheme) is in the order of over 100 acres. - Object and wish to hold further dialogue with Highways England to reduce the extent of the Order Limits proposed to be acquired for implementation of the Scheme.
Neutral comments	No comments.
Suggestions	No comments.

Table 4-85: Landowner Ref W27 comments

Supportive comments	No comments.
Opposing comments or concerns	- Strongly oppose. - Oppose the current alignment of roadway and advocate its realignment to a route north of its current alignment to minimise the sterilisation of otherwise developable land, in the order of over 100 acres. - Concern regarding extent of land take.
Neutral comments	No comments.
Suggestions	No comments.

Table 4-86: Landowner Ref W9 comments

Supportive comments	• Happy with the alignment, subject to appropriate compensation. • Strongly in favour of the relief road design that will isolate Chawston and Wyboston and the Roxton Road enhancement. • The proposed new arrangements will enhance the road hierarchy and provide a platform on which a new settlement scheme (Wyboston Garden Village) can be realised. • Will greatly improve transport connectivity.
Opposing comments or concerns	No comments.
Neutral comments	• The setting of the scheduled monument will not be adversely impacted by the relief road, given its limited inter-visibility from public vantage points.
Suggestions	• Highways England should engage as soon as possible with Bedford Borough to discuss their views on the next local plan review with regard to Wyboston Garden Village.

Summary of responses to the statutory consultation from Section 47 non-prescribed bodies

Table 4-87: Buckden Parish Council comments

Supportive comments	No comments.
Opposing comments or concerns	• Strongly oppose the changes to the A1 at the Black Cat roundabout. • These proposals will increase congestion at the Buckden and Sandy roundabouts and therefore will increase pollution. • No consideration has been given to the impact of these proposals on the Buckden roundabout. • If constructed as proposed this will limit the options and funding available to improve the A1 between Junctions 10 and 14.
Neutral comments	• There are existing serious safety, congestion and pollution issues at both the Buckden Roundabout and the Sandy Roundabout. Plans have been developed to bypass these two roundabouts but have been delayed due to funding issues.
Suggestions	• Plans must be developed as a matter of urgency to improve the situation at the Buckden and Sandy roundabouts. The only viable option is a western bypass. • It is critical that the Scheme is not viewed in isolation from the very necessary improvements to the A1 between Junctions 10 and 14.

Table 4-88: Cambridge Cycle Campaign comments

Supportive comments	The creation of the cycleway is a welcomed initiative to link Cambourne and Eltisley.
Opposing comments or concerns	- Highways England is neglecting the opportunity to provide sustainable transport against its own guidance. - Concerns regarding a lack of cycle provisions at key junctions in the eastern section of the Scheme. - It is disappointing that there are no proposed cycling provisions between Eltisley Link and Pillar Plantation and Cambridge Road junction., the reduced number of HGVs will likely increase the speed of traffic, thus increasing the risk posed to cyclists. - There is a lack of proposed provisions for walkers and cyclists between Black Cat junction and the Wintringham Park development. - The proposals for a crossing at Caxton Gibbet in section G, do not improve the existing, dangerous conditions which are present by two opposing lanes at-grade with 50mph speed limits, with no refuge when crossing. - The proposals at Caxton Gibbet in section 12, requiring WCHs to cross three entry lanes and two exit lanes of a high-speed roundabout at-grade, is not acceptable. This should be revisited, and a safer option proposed.
Neutral comments	The Greater Cambridge Partnership has proposed options for the redesign of an M11 junction12 roundabout with a much safer crossing: grade-separated (left) and at-grade (right).
Suggestions	- Any cycling infrastructure implemented as part of the Scheme must follow the safety standards for cycling that have been published in Interim Advice Note IAN (195)/16, including grade separated junctions where speed limits are 40mph or more, with a signalized junction the alternative option for speed limits between 40-60mph. - In accordance with section 2.3.3 of IAN (195)/16, there should be a separation of 2.5m between the carriageway and the cycleway, where 60mph speed limits are in place, to prevent a buildup of debris; such is the case on the A14 and sections of the A1307, where 60mph speed limits are in place. - Crossings of side roads must follow the guidance of section 2.4.10 'Off-carriageway cycle provision at priority junctions. - Grade separated crossings must be constructed to the standards shown in IAN (195)/16, section 2.5. - Signalised crossings must be constructed according to section 2.4.5; whilst, unsignalised crossings must be constructed according to section 2.4.3 and provided with a safe refuge between lanes designed according to section 2.4.7. - All crossings near the roundabouts must comply with IAN (195)/16, being at least 10m away from the circulatory carriageway. Alongside, road geometry which should be designed in accordance with section 2.4.7, to ensure reasonable speeds of approaching cars, ample visibility splays and require crossing of only one lane at a time with a refuge in between lanes. This would improve the visibility of approaching traffic and therefore, the safety of WCHs. - The Scheme should provide a cycle track connecting the length of the Scheme with either the alignment along the existing A428, alongside the new dual carriageway, or along a separate nearby right-of-way. This should include a safe crossing of the existing A428 at Weald; all in compliance with IAN (195)/16 standard. - The provision at Wintringham Park development should be in complete compliance with IAN (195)/16. This includes the underpass and bridges

	which should be constructed in accordance with section 2.5 of the IAN (195)/16. • The proposals for the A1198 north of Caxton Gibbet, an at grade crossing would require walkers and cyclists to cross two opposing lanes of 50mph traffic adjacent to a busy roundabout, posing unacceptable danger. Therefore, a grade separated option is the best option, using the underbridge design shown in IAN (195)/16 section 2.5. This would also provide the highest quality of cycle route, minimising the risk posed to cyclists and the disruption to traffic flow. • A grade-separated crossing of the A1198 should be provided on the south side of the junction, to improve access without cars to the catering outlets for residents/employees. • There needs to be continuous, safe and convenient WCH provisions between the Cambourne, St Neots and Roxton areas. This should include effective cycling infrastructure connected to pre-existing walking and cycling routes. • The river, railway and existing road currently result in significant barriers to east-west WCH connectivity, therefore new crossings would be a welcomed and well used initiative. • The Scheme could provide crossings of the East Coast Mainline railway, the River Great Ouse and a crossing of the A1 at Roxton. • Suggest a safe and easy-to-use 3m-deep refuge island between lanes.

Table 4-89: Campaign for the Protection of Rural England (CPRE) Cambridge and Peterborough comments

Supportive comments	No comments.
Opposing comments or concerns	• CPRE remains opposed to the Scheme as outlined and has several major concerns about the quality and comprehensiveness of the current consultation. • Concerns regarding environment, landscape and biodiversity. • Confirmation sought on plans for Green Infrastructure or contributing to the Cambridgeshire Green Infrastructure Strategy. • Concerns regarding air pollution modelling and climate change in the local area and their contribution to national and international levels of climate change and ill-health. Clarification requested regarding contribution to target of net-zero emissions by 2050. • Concern regarding improvements to air quality for cyclists along the existing A428 whilst still showing high volumes of traffic. • Concern regarding integration of the Scheme with the A1 proposals. Wider concerns across Cambridgeshire - A lack of joined up approach with other transport planning including East West Rail, a new parkway station at Cambourne and other new or re-opened stations and routes which may impact traffic demand. • Concern that comments provided in April 2017 were not included in the report on Public Consultation February 2019, which will be raised with the Planning Inspectorate. • Challenging the validity of the economic and social benefits of this style of transport integration. • Concern that the Scheme design is not future-proofed and does not support the delivery of future digital road infrastructure such as fibre-ducts/5G and electric charging points. • Concern regarding lack of detail on traffic flows on A1 and in local villages

	- Disappointing that Highways England is not seeking to increase levels of biodiversity, which conflicts with the National Planning Policy Framework. - Concern regarding loss of farmland.
Neutral comments	Clarification required on the Scheme's integration with the Oxford-Cambridge Arc Local Natural Capital Plan.
Suggestions	- Propose an independent study by a reputable institution, such as Kings College, London, of the likely pollution and health effects of this proposal. - Suggest minimum of 20% biodiversity net gain (should be achieved by the Scheme).

Table 4-90: CTC Cambridge comments

Supportive comments	Welcome the limited plans for cycling and walking, in particular, the new grade-separated crossings for some of the public rights of way that cross the new dual carriageway.
Opposing comments or concerns	- Disappointed that there is no plan for a cycle path to connect St Neots and Cambourne. This was a major discussion point in the early consultation in November 2016. - Scheme will have a strong negative impact on people cycling in the area.
Neutral comments	No comments.
Suggestions	- Include more extensive improvements for cyclists and other non-motorised users (NMUs) as cyclists will be banned from the new dual carriageway. - A new segregated cycle path alongside the existing A428 from St Neots to Caxton Gibbet and further connect Papworth and Cambourne. This would connect to a planned cycle path from Cambourne to Cambridge. The route that will cater for short local journeys. - Create safer junctions and crossing places along the A1198. These are needed to because the Scheme will lead to a much higher volume of traffic on the A1198 (both north and south of the new dual carriageway). - Create new cycle paths to avoid the need to cycle on the A1198 where there is no alternative cycle route. A higher volume of traffic on the A1198 will make it unsuitable and unsafe for people cycling. - Create additional cycle paths along the B1040 to provide two missing links. - Improvements to existing junctions and crossings of the existing A428 to address the historic severance of the existing A428.

Table 4-91: England's Economic Heartland comments

Supportive comments	- Supportive of the Scheme on the basis that it is consistent with both the vision and strategic priorities set out in the Outline Transport Strategy - The Forum welcomes the consultation and is keen that the momentum is maintained. - The Scheme has been consistently identified as a scheme of regional significance: it's delivery a priority for all members of the Forum given its position on the Strategic Road Network
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	Ensure that the Scheme enables and supports transport journeys to be undertaken in the most environmentally sensitive way.

	- The Scheme must consider the Forums' Freight and Logistics Study (published on 16 July 2019) and the key recommendations on measures required to support the freight and logistics sector. - The Scheme must ensure that integration is an integral consideration and work with local partners and key organisations to ensure this is achieved. - The delivery of the Scheme must be designed with future-proofed, sufficient flexibility and adaptability to accommodate the fast-paced changes in travel behaviours and travel technologies.

Table 4-92: KMG Systems comments

Supportive comments	Supportive of the Scheme improving the safety of Eltisley junction.
Opposing comments or concerns	Concerns regarding access for employees living in Gamlingay, Waresley and Abbotsley access the new dual carriageway travel to and from Cambridge.
Neutral comments	No comments.
Suggestions	No comments.

Table 4-93: National Farmers Union (NFU) East Anglia comments

Supportive comments	Members appreciate the efforts made by Highways England so far, to ensure that they are kept updated on the Scheme, but this level of communication needs to continue throughout the project.
Opposing comments or concerns	- Concern regarding the effects that the Scheme will have on the economic and social well-being of the local agricultural business. - A reduction in the size of land parcels due to the proposed environmental areas will make them less economically viable to farm. Some members have several hundred hectares of farmland. They are reliant on maximum efficiency. Anything under 4 hectares will be uneconomical to farm. - Concerns regarding the lack of screening afforded by these environmental areas and would like to see substantial tree cover planted, as opposed to the more conventional hawthorn thickets. - Maintaining water quality is a priority - several concerns have been raised around run off contamination. Farmers will need to know how their field drainage is to be dealt with during construction and reinstated once construction is completed, specifically run-off to Yelling Brook. - Farmers with land adjacent to the new two-tier Caxton Gibbet junction have concerns about the lack of detail regarding provision for cyclists and pedestrians along the route which may lead to members of the public cutting across their land to cross the junction safely. - The NFU strongly believes that land should not be compulsory purchased for the Scheme to take waste and spoil from the construction works.
Neutral comments	- Confirmation sought on details of how land is to be accessed during construction. Farmers must be able to access their land 24 hours a day, seven days a week. - Information sought on how soil will be stored, kept clean and reinstated ready for agricultural use and what aftercare plan will be in place. This should be included in the EIA and Code of Construction in the DCO.
Suggestions	Greater landowner involvement and flexibility in the design requested to give maximum environmental benefit whilst reducing agricultural impact.

	• For members in the narrower point between the existing A428 and the new dual carriageway, a green corridor would also be desirable, to mitigate the environmental impact of the new dual carriageway. • Clarification sought on the future power supply in the areas affected by the Scheme. It's essential that a three-phase power supply remains available for the duration of the Scheme. The NFU would like Highways England to liaise with UK Power Networks to ensure this happens. • One to one meetings need to continue with the farming community to ensure that there is minimal impact on farm business. • Farmers must be advised when land will be taken; timings must be approved; consent is essential, enabling farmers to meet their obligations under Agri-environment schemes and the Basic Payment Scheme. • Temporary land take must be returned in a condition suitable for agricultural production. A record of condition must be taken of land on farm holdings including soil sampling before construction takes place. • The NFU would like measures to be put in place to ensure the work undertaken to improve the environment is not undone. • The Oxford Cambridge corridor earmarked for extensive future development will require considerable land take. The NFU would like to see improved coordination between future schemes to minimise disruption. • Land should not be compulsory purchased for the Scheme to take waste and spoil from the construction works.

Table 4-94: Suffolk Chamber of Commerce comments

Supportive comments	• Supportive of the Scheme to improve strategic east-west transport connectivity. • The Scheme will unlock land necessary for future housing and greatly improve the local economy by reducing peak journey times by up to a third. • Reducing the number of HGVs and vans travelling through villages will also benefit local residents and the reputation of hauliers, and freight operators. • The Scheme is important for connections to Felixstowe and UK trade post Brexit. • The Scheme will enhance the A14 work being done in Cambridgeshire, improving the road network. • Providing facilities for people to walk and cycle will ensure more people use sustainable transport, reducing the number of vehicles on the road and improving the environment, particularly air quality.
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	• The improvements to air quality and the environment are welcome, however more emphasis on people's health, the environment and climate change, would improve the Scheme further. • Ensure mitigation for nature reserves, heritage buildings and sites of interest. • Maintain access to the countryside, which is important for visitors and tourism.

Late response

Highways England received a late response to the statutory consultation in 2019 from Historic England on 26 February 2020. It has been included in this section for completeness.

Table 4-95: Historic England comments

Supportive comments	- Broadly content with the assessment of the historic environment produced to date. Consider the study area and general methodology proposed to be acceptable. - Grade II* listed Croxton Park mansion house will benefit from the new dual carriageway being located further away from the site. - Supportive of use of staged programme in recording and investigatory works for unknown archaeological sites.
Opposing comments or concerns	- Brook Cottages / milestone – significant impact through demolition and removal; demolition would constitute substantial harm to the significance of the heritage assets in terms of the NPPF. - Environmental Scoping Report raised visual impact – assessment of these sites should be presented. - Pastures farms, Wintringham hall barn, Tithe Farm house and farm buildings may suffer adverse visual effects caused by the Scheme.
Neutral comments	- Pastures Farm – no physical impact. - Round Hill barrow – adverse visual effects caused by the Scheme. - Tempsford bridge – adverse visual effects caused by the Scheme. - Deserted medieval villages at Wintringham and Weald – adverse visual effects caused by the Scheme. - The Lane, Wyboston – adverse visual effect caused by link road (Roxton Road link). - Will review the Written Schemes of Investigations for the different stages of archeological work.
Suggestions	- Milestone – Include a review of whether the milestone (located south of Pembroke Farm and west of Caxton Gibbet (NHLE 116760) has been moved before (if this is going to be moved as this would reduce the harm to its significance). Relocating it beside the existing A428 might allow historical association to be retained and reduce the loss of historic significance. Options should consider locations which best achieve a meaningful visual relationship with the road and be presented with the next phase of assessment. - Brook Cottages – Explore the option to relocate the timber frame, this would still create some loss to its significance but not a complete loss through demolition. A detailed investigation of the building should include the condition of the timber frame and the nature of the infill material to assess impact of dismantling and re-erecting the structure. Expect a high level of justification for this demolition and all options for reducing the level of harm explored. Details of the works, the reasoning behind them as the assessment of significance, impact and options for mitigation be helpful. It would be helpful to have large scale, detailed plans of the proposed works at these sites with the heritage assets accurately marked at an early stage in the assessment process. It would help to have statements about why the precise alignments of the new carriageways are necessary appended to assessment of these assets. - Geological survey techniques need to be considered.

	• Recommend that the indirect impacts of changes to hydrology/groundwater levels are also considered as this may affect the preservation conditions and therefore the survival of some nearby archaeological remains. • Guidance to consider for preserving archaeological sites: - o Historic England (2016) Preserving Archaeological Remains - o Historic England (2019) Piling and Archaeology - o Carey et al. (2018) Deposit Modelling and Archaeology. University of Brighton/Historic England. - o Historic England (2011) Environmental Archaeology - o Historic England (2017) Land Contamination and Archaeology • Recommend further assessment of the impact on Pastures Farm / Round Hill barrow / deserted medieval villages at Wintringham and Weald / The Lane, Wyboston and Tempsford Bridge as the Environmental Scoping Report indicates they would be visually affected. • Recommend further, detailed assessment of the impact on the setting of the grade II* Croxton Park and its context and to confirm the findings of the PEI Report.

5 How Highways England has had regard to the matters raised in the responses to the statutory consultation

5.1 Structure of chapter

- 5.1.1 This chapter presents the matters arising from the statutory consultation by theme and how Highways England has had regard to these comments in accordance with s49 of the PA 2008. As explained in paragraph 5.2.4, Appendix U identifies who raised each matter.
- 5.1.2 The response from Historic England has been summarised separately (see section 5.17 and **Table 5-15**) as it was submitted in early 2020 but pertains to the information presented at the statutory consultation. This has been analysed and considered in line with all other responses but is reported separately⁵³.
- 5.1.3 The chapter ends with an overview of changes to the Scheme following the statutory consultation (**Table 5-16**).

5.2 Summary tables

- 5.2.1 This section of this chapter sets out Highways England's response to the matters raised against a series of themes identified based on the summary of feedback to the statutory consultation presented in Chapter 4 (see paragraph 4.3.6).
- 5.2.2 Under each theme, **Tables 5-1 to 5-15** are used to:
 - a. Summarise the comments received.
 - b. Show who made the comment, by consultee strand.
 - c. Provide highways england's response to each of the matters raised.
 - d. Indicate whether the matter led to a change in the Scheme proposals.
- 5.2.3 In the 'Change (Y/N)' column in the subsequent tables:
 - a. Yes ('Y') is used for any changes, developments or additions to the Scheme proposals that have been made since the statutory consultation taking into consideration the feedback from the consultation. Some of these changes may have been made due to the results of environmental assessments and design development but were also requested in consultation responses.
 - b. No ('N') is used for:
 - i. A suggested/requested change that has not been adopted
 - ii. A comment that did not request a change
 - iii. Where information on design specifics were not presented at consultation, because the work is part of the detailed design process, but people still provided comments on the matters.

⁵³ The regard had to Historic England's response can also be found at the end of Appendix U.

5.2.4 Appendix U⁵⁴ provides the full set of individual responses received to the statutory consultation and sets out how Highways England has had regard to these responses, in addition to whether a change to the Scheme has been made as a result. It provides details of the individual comments raised by consultees by reference to those who made the comments, broken down by consultee strand as per the Planning Inspectorate's Advice Note Fourteen. As explained at paragraph 4.3.9, comments from s42(1)(a), (b) and (d) consultees are listed verbatim in Appendix U and organised by themes. Comments from s47 consultees are reported in summary with similar comments pooled together, however all issues have been detailed and responded to. Statutory consultees and organisations are named so it is clear which consultees raised specific matters. The identities of private individuals (s42(1)(d) land interests and s47 consultees) are not included for data protection purposes; land interests have been assigned a unique code. Similarly, responses have been anonymised where necessary to protect personal information (in accordance with the General Data Protection Regulations).

⁵⁴ Appendix U is comprised of five separate documents, one for each consultee strand and another specifically for Historic England's late response (for more information see paragraph 4.6.7).

5.3 Theme: General sentiment

5.3.1 **Table 5-1** summarises the matters raised in relation to the Scheme which have been categorised under a 'General' theme. This includes overall support for the Scheme, comments made in opposition to the Scheme, and views on the connectivity of the Scheme to the wider transport network.

Table 5-1: Summary of consultee comments on general sentiment toward the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Overall support for the Scheme	Support/ Strongly support/ General positive comment on Scheme-wide design.	x	x	x	x	N	Comment noted.
General comment in opposition to the Scheme	The Scheme is unnecessary / not needed / too big.				x	N	The need for the Scheme and support for the Scheme in national and local policy and plans is provided in the Case for the Scheme [TR010044/APP/7.1]. In summary, the existing A428 carries twice the traffic it was designed to, suffers from daily congestion and delays are in the top 20% nationwide. Currently, over 22,000 vehicles travel the route daily and this is forecast to grow. The Scheme is required to support future housing growth and the future traffic demands of the area.
Improved growth through connectivity and integration	The Scheme must form part of a wider integrated transport system to enable and support connectivity and transport journeys in the most environmentally				x	N	Highways England's statutory remit is to manage and maintain the Strategic Road Network, and the delivery of this scheme seeks to enable traffic to stay on strategic routes, thus reducing delays and local congestion.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
with other infrastructure schemes	sensitive way						East West Rail announced their preferred route corridor for the section between Bedford and Cambridge in 2019. The specific alignment for this section is still being defined. East West Rail intend to consult on their preferred option in 2021. Highways England has continued to engage with East West Rail, and baseline information has been shared as appropriate. However, the projects are independent of each other, and this Scheme is subject to a separate consent (under the Development Consent Order process). Given the East West Rail Scheme is at an early stage of development, it is not appropriate for this Scheme to make specific provision for any new infrastructure which may be required as part of the East West Rail scheme. Highways England will continue to work with East West Rail and local stakeholders to ensure that the planning and delivery of these transformative projects is coordinated where appropriate.

5.4 Theme: Consultation

5.4.1 **Table 5-2** summarises the matters raised in relation to the consultation process for the Scheme.

Table 5-2: Summary of consultee comments on the consultation process for the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Integration with other infrastructure schemes	It would appear to complicate if not rule out entirely four of the five possible Routes for East West Rail (B, C, D & E). Although this is mentioned in a general context on p13 of the consultation document, I would have expected more detail of how the two schemes were to be deconflicted.				x	N	East West Rail announced their preferred route corridor for the section between Bedford and Cambridge in 2019. The specific alignment for this section is still being defined. East West Rail intend to consult on their preferred option in 2021. Highways England has continued to engage with East West Rail, and baseline information has been shared as appropriate. However, the projects are independent of each other, and this Scheme is subject to a separate consent (under the Development Consent Order process). Given the East West Rail Scheme is at an early stage of development, it is not appropriate for this Scheme to make specific provision for any new infrastructure which may be required as part of the East West Rail scheme. Highways England will continue to work with East West Rail and local stakeholders to ensure that the planning and delivery of these transformative projects is coordinated where appropriate
Consultation	The consultation document				x	N	The roundabouts referred to will be built as part

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
and process	has omitted consideration of the additional pedestrian crossings and roundabouts being built on Cambridge Road and also omitted the three additional roundabouts which are to be built between Cambridge Road and Barford Road, St Neots.						of the Wintringham development and are not associated with the Scheme, although the traffic associated with this development is considered in the traffic modelling that has been undertaken to support the Scheme.
Consultation wildlife agencies	Please ensure all wildlife agencies are consulted.				x	N	Comment noted. Highways England has continued to consult with statutory environmental bodies and local wildlife groups since the statutory consultation was undertaken.
Community engagement	There also needs to be more engagement with the community re amenity and biodiversity enhancements provided as part of the Scheme.				x	N	The Scheme includes environmental mitigation measures designed to replace lost habitats. The calculations undertaken using Highways England's Biodiversity Net Gain metric confirm that a net gain of 20.5% will be achieved across the Scheme, when compared to the future baseline conditions. Appendix 8.19 of the Environmental Statement [TR010044/APP/6.3] provides full details of the approach to, and findings of, the biodiversity net gain calculations. More information can be found within Chapter 8, Biodiversity of the Environmental Statement

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							[TR010044/APP/6.1] which describes the assessment on Biodiversity. The public rights of way arrangements within the Scheme can be viewed on the General Arrangement plans [TR010044/APP/2.4]. These include reconnection of most public rights of way that are severed by the Scheme and also include new bridleway near Roxton, the addition of shared unsegregated footway/cycleway at the Kelpie Marina access road, Bedford Road, Roxton Road, the new Roxton Road link, Cambridge Road junction, Eltisley and Caxton Gibbet junction. Whilst further amenity enhancements cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.
Height & location Toseland Road Bridge	The consultation fails to specify the precise location and height of the Toseland Road Bridge.	x				N	Comment noted. The Toseland Road Bridge can be viewed on the General Arrangement Plans submitted as part of this application [TR010044/APP/2.4].

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Visual documentation Croxton village	It would have been useful to have a close up of the new dual carriageway in relation to Croxton village in the consultation documents.				x	N	Comment noted. In order to assess the likely effects of the Scheme on the existing landscape, a series of photomontages from representative locations have been produced as part of the landscape and visual effects assessment. Two photomontages have been prepared from representative locations at Croxton: VP41 (located to the west of Croxton) and VP44 (located to the north of Croxton). Figure 7.11 of the Environmental Statement [TR010044/APP/6.2] illustrates the locations of these representative viewpoints in the construction of the Scheme, and other receptors within Croxton village that have been assessed. Figure 7.15.41 and Figure 7.15.44 of the Environmental Statement [TR010044/APP/6.2] present the photomontages prepared specifically for VP41 and VP44. Further information regarding the outcomes of the assessment can be found within Chapter 7, Landscape and visual effects of the Environmental Statement [TR010044/APP/6.1].

5.5 Theme: Environmental impacts and proposed mitigation

5.5.1 **Table 5-3** summarises the matters raised in relation to the potential environmental impacts and mitigation proposals for the Scheme.

Table 5-3: Summary of consultee comments on the potential environmental impacts and mitigation proposals for the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Support for Scheme as long as no SSSIs are impacted	I support the building of the new dual carriageway as long as the land used does not contain any SSSIs.				x	N	Comment noted. An assessment of the potential impact of the Scheme on sites statutorily designated for their biodiversity value, including SSSI, has been undertaken. No land required for the Scheme will be built on a statutorily designated site nor within 1 km of a SSSI. The biodiversity assessment is reported in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1].
Adequate environmental considerations	Having seen what is being done on the A14 upgrade, I am very pleased to see all aspects of the environment are considered in road construction.				x	N	Comments noted. The impacts during the construction phase are included within technical Chapters 5 to 15 of the Environmental Statement [TR010044/APP/6.1].
Areas of environmental significance avoided	The Scheme generally does well to avoid areas of environmental significance.				x	N	Comment noted.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Least environmental damaging option	While it is going through new land the impact looks to be better than those routes around Abbotsley.				x	N	Comment noted. When considering the alignment of the new dual carriageway the impact on residential properties, environmental impact and safety were taken into account. The current alignment is what is considered to best meet those objectives. The evolution of the design is described within Chapter 3, Assessment of alternatives of the Environmental Statement [TR010044/APP/6.1].
Strong environmental recovery	The environment will recover and come back stronger.				x	N	The impacts upon the environment have been assessed within technical Chapters 5 to 15 of the Environmental Statement [TR010044/APP/6.1]. The assessments have included mitigation measures and enhancement measures where appropriate.
Prioritise the environmental needs	The PEI Report should prioritise the environmental needs of the residents at Cambridge Road Junction.				x	N	The impacts of the Scheme are included within technical Chapters 5 to 15 of the Environmental Statement [TR010044/APP/6.1]. This includes an assessment of likely significant effects on sensitive receptors at Cambridge Road junction, these have been assessed in line with the wider approach taken to environmental assessment.
Ensure a biodiversity net gain –	Keen to ensure Biodiversity is protected where appropriate and				x	N	While the National Policy Statement for National Networks imposes no requirement on Highways England as the Scheme promotor to

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Scheme-wide	enhanced once the Scheme is complete. This should include not just planning but things like the erection of bird and bat boxes, plans for hedge planting and subsequent hedge laying etc. Otters are present in the area and measures need to be included in the proposal to enhance and protect their habitats and ranges.						deliver biodiversity net gain as part of the project deliver, Highways England is aiming to achieve a net gain on the Scheme. The calculations undertaken using Highways England's Biodiversity Net Gain metric confirm that a net gain of 20.5% will be achieved across the Scheme, when compared to the future baseline conditions. Appendix 8.19 of the Environmental Statement [TR010044/APP/6.3] provides full details of the approach to, and findings of, the biodiversity net gain calculations. The mitigation proposed within the Environmental Statement is based on the findings of the biodiversity assessment and is included within Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1] and the location of this mitigation is shown on Figure 2.4 (Environmental Masterplan) of the Environmental Statement [TR010044/APP/6.2]. The Environmental Masterplan includes lengths of new hedgerow within the Order Limits to mitigate for their loss. The increase in the length of hedgerow as a result of the Scheme contributes to an overall gain in biodiversity. Mammal ledges will be provided along some of the watercourses in the Scheme to allow them to move safely through underpasses and culverts.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Ensure a biodiversity net gain – Scheme-wide	This project should aim to make a proportionate contribution towards delivery of positive environmental outcomes, including biodiversity and environmental net gain, in accordance with the emerging Local Natural Capital Plan (LNCP).	x				N	Highways England has committed to reducing the loss of biodiversity experienced with respect to the Strategic Road Network (SRN), moving to biodiversity neutrality, and on to biodiversity net gain. Highways England has established a biodiversity metric set up to measure progress towards these commitments. The results of the biodiversity metric calculations are provided in Appendix 8.19 of the Environmental Statement [TR010044/APP/6.3] which provides full details of the approach to, and findings of, the biodiversity net gain calculations. Biodiversity units have been determined using Distinctiveness Scores and Condition Scores defined Highways England in April 2018 within Chief Highway Engineer Memorandum 422/18 and the method published by Defra in Biodiversity Offsetting Pilots Technical Paper: the metric for the biodiversity offsetting pilot in England. Highways England has taken advantage of Natural England's advice services when undertaking and reporting the Environmental Impact Assessment and the Habitats Regulations Assessment processes. The assessment has concluded that the biodiversity net gain is 20.5%. There will be additional biodiversity gains for the Scheme such as the creation of wetlands, small pockets

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							of habitat related to the drainage, and restoring habitat riparian to the sections of brooks crossed by the Scheme.
Additional consideration for biodiversity needed	The PEI Report needs to consider more biodiversity and wider environmental enhancement strategies.				x	N	The environmental assessment has continued since the publication of the PEI Report. As the Scheme has developed consideration has been given to local green infrastructure plans and wider environmental strategies. The biodiversity assessment is reported in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1].
Biodiversity surveys seasonal	Please conduct (biodiversity) surveys through all relevant seasons; and publish the results.				x	N	The biodiversity surveys conducted on the Scheme spanned a 2-year period for the various species groups and habitats that were found to occur there. Ecological surveys have been undertaken within the appropriate seasonal windows, and include data gathered in the years 2019 and 2020. Phase 1 and Phase 2 surveys have been undertaken to establish the types of habitats and species that will be affected by construction and operation of the Scheme, as part of the Biodiversity assessment reported in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1]. The PEI Report presents a snapshot in time based on the information available at that point, since its publication Highways England has continued to

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							develop the Scheme and finalise the Environmental Impact Assessment, the outcomes of which are reported in the Environmental Statement [TR010044/APP/6.1] .
Extent of environmental impacts in comparison to the scale of the area	The scale is disproportionate given the rural nature of the area surrounding the development and, given the drive to reduce carbon emissions and car travel, it is not clear that in the future the scale of development will be appropriate and by then the damage to the surrounding area will be irreversible.				x	N	The need for and benefits of the Scheme, as well as support for the Scheme in national and local planning policy is set out in the Case for the Scheme [TR010044/APP/7.1]. At a local level, the Scheme is included or acknowledged in Host Authorities' adopted and emerging Development Plans and transport strategy documents. These documents also set out that substantial housing and employment growth will be delivered over the relevant plan periods, and that the Scheme would play an important part in facilitating this planned growth. Unfortunately, due to the broad location of the Scheme being fixed by the location of Black Cat and Caxton Gibbet junctions, there would be no way to construct a new dual carriageway between them without having an impact on greenspace. An Environmental Impact Assessment has been undertaken to identify the likely significant effects of the Scheme, the findings of which are reported in technical Chapters 5 to 15 of the Environmental Statement [TR010044/APP/6.1].

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							A traffic assessment has been undertaken to assess the traffic impacts of the Scheme, this has shown that the Scheme is required to meet future forecast travel growth. Further details can be found in the Transport Assessment [TR010044/APP/7.2].
Extent of environmental impacts	The proposed option is the least environmentally damaging option.				x	N	Comment noted. The Scheme has gone through a robust route option identification, selection, and assessment process. This is detailed within Chapter 3, Assessment of alternatives of the Environmental Statement [TR010044/APP/6.1].
Environmental impacts	Given the range of adverse environmental impacts that a scheme of this scale is admitted as being likely cause, which though they 'may not be significant on their own... when combined with other effects... can become significant' (# 4.5.1), it is difficult to see how these could be successfully mitigated unless the Scheme is itself reduced in scale (either to a single-				x	N	The combined impacts of the Scheme, including with other nearby developments, is assessed and reported within Chapter 15, Assessment of cumulative effects of the Environmental Statement [TR010044/APP/6.1]. The impacts upon the environment have been assessed within technical Chapters 5 to 15 of the Environmental Statement [TR010044/APP/6.1]. The assessments have included mitigation measures and enhancement measures where appropriate.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	carriageway or to involve simply widening the existing A428 where appropriate).						
Environmental impacts	The ES should reflect how the development's effects on the natural environment will be influenced by climate change, and how ecological networks will be maintained.	x				N	Technical Chapters 5 to 15 of the Environmental Statement [TR010044/APP/6.1] presents the predicted effects of the Scheme upon various aspects of the natural environment including Chapter 8, Biodiversity and Chapter 14, Climate of the Environmental Statement [TR010044/APP/6.1].
Environmental impacts	The Elm tree has been prioritised over my home and quality of life.			x		N	The veteran Elm tree is approximately 1,400m north east of Parkers Farm. The realignment of the new dual carriageway approximately 21m east at this location has had no impact on the distance between the Scheme and this land holding.
Environmental impacts	Please consider using more of the A14 rather than developing the A428 to reduce the impact on greenspace and wider environment.				x	N	The Scheme is required in addition to the A14 to cater for the volume of east-west traffic that is anticipated to use it.
Environmental impacts of	Concern regarding level of impact ancillary works				x	N	The construction impacts have been included within the environmental assessments within

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ancillary works	could have on surrounding land.						technical Chapters 5 to 15 of the Environmental Statement [TR010044/APP/6.1]. This includes land temporarily needed for construction activities and how it will be restored following construction.
Environmental impacts of the height of the new Caxton Gibbet junction	I am concerned about the height of the of the A428 new junction at the Caxton Gibbet and the impact it will have on the skyline, noise, pollution and light pollution on the residents of the village of Eltisley. I understand this is due to drainage in the area of the junction but would like to know what plans are in place to mitigate against the concerns I have raised?				x	N	Technical Chapters 5 to 15 of the Environmental Statement [TR010044/APP/6.1] include detailed assessments of the environmental effects of the Scheme. The assessment has also identified a number of mitigation measures. The visual impact of the Scheme on the landscape setting and sensitive receptors in has been assessed and is reported in Chapter 7, Landscape and visual effects of the Environmental Statement [TR010044/APP/6.1]. Although the Scheme passes closer to Eltisley than the existing A428 for a short section to the north east of the village, the route is in cutting in this section, partially screening passing traffic in views of residents on the eastern side of Eltisley. The majority of the Scheme will not be lit. Lighting will be focused around the junctions for safety reasons, in line with design standards. The effects of both construction and operational lighting have been assessed within the Landscape and Visual Impact assessment, and the Biodiversity assessment reported in Chapter 7, Landscape and visual effects and

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							Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1].
Environmental impacts of a road scheme	Encourages more drivers/ the Scheme being proposed is harmful to the environment.				x	N	The need for and benefits of the Scheme, as well as support for the Scheme in national and local planning policy is set out in the Case for the Scheme [TR010044/APP/7.1]. In summary, the existing A428 carries twice the traffic it was designed to, suffers from daily congestion and delays are in the top 20% nationwide. Currently, over 22,000 vehicles travel the route daily and this is forecast to grow. The Scheme is required to support future housing growth and the future traffic demands of the area. An Environmental Impact Assessment has been undertaken to identify the likely significant effects of the Scheme, the findings of which are reported in technical Chapters 5 to 15 of the Environmental Statement [TR010044/APP/6.1].
Environmental impacts on local villages	Concerns around noise, air and light pollution.			x	x	N	Comment noted. Chapter 5, Air quality and Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the environmental effects of the Scheme relating to air quality and noise and vibration.

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							The Scheme will only be lit in locations where there is a safety concern, principally the proposed junctions (Black Cat, Cambridge Road, Caxton Gibbet and Eltisley Link) and the slip road/side road approaches to these junctions. Lanterns that minimise light spillage will be used. Impacts during construction will be managed through, the First Iteration Environmental Management Plan is included at [TR010044/APP/6.8].
Environmental impacts on local villages	The proposed dual carriageway is too close to St Neots, Wintringham Park and Loves Farm II developments resulting in further concerns re noise and air quality. The new dual carriageway should be moved further east.				x	N	The Cambridge Road junction has been located to the east of the existing roundabout. It cannot be moved further east without impacting on a scheduled monument and residential dwellings. The route takes into account assessment of the impact upon the local environment. When considering the alignment of the Scheme, the impact on residential properties, environmental impact and safety were taken into account, and the current alignment best meets those objectives. Detailed assessments of the environmental effects of the Scheme relating to Noise and Vibration and Air Quality are presented in Chapter 11, Noise and vibration and Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1]. The assessment identifies a number of mitigation measures

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							which will be implemented.
Environmental impacts on the villages local to the Black cat junction	Can Highways England please advise what the significant adverse effects that their preliminary assessment has identified will be on the locality of the Black Cat roundabout? In turn can Highways England please advise what features of the current proposals have been added to mitigate against these significant adverse effects?	x				N	The likely significant effects of the Scheme in operation are reported within technical Chapters 5 to 15 of the Environmental Statement [TR010044/APP/6.1]. This identifies the likely beneficial and adverse effects on sensitive receptors in the locality of Black Cat junction. Technical Chapters 5 to 15 of the Environmental Statement [TR010044/APP/6.1] describes the measures incorporated into the design of the Scheme to avoid, prevent, reduce and offset its likely environmental effects. The design of the Scheme incorporates a comprehensive landscaping and ecological mitigation strategy which has been developed to integrate and visually screen new dual carriageway components into the receiving landscape pattern, and to replace habitats and vegetation lost. Details of these measures and how they link into the existing framework of vegetation and habitats in the local area are provided in Chapter 2, The Scheme of the Environmental Statement [TR010044/APP/6.1], and are illustrated on the Environmental Masterplan on Figure 2.4 of the Environmental Statement [TR010044/APP/6.2].

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Environmental impacts on Cambourne West	The impacts of the Scheme on the Cambourne West development needs to be assessed in detail and may need mitigating in terms of air quality and noise pollution.				x	N	The residential properties in the Cambourne West development are not expected to be occupied before the construction works start in 2022. The noise assessment identifies an increase in traffic noise level at this location, but the residents of these properties will not experience a change as they won't be occupied prior to construction commences. Therefore, the impact of the construction works and the Scheme in operation at these residential properties has not been included in the construction noise and vibration assessment. However low noise surfacing along the Scheme will mitigate noise impacts in this location. The Cambourne West development has not been considered as part of the Air Quality assessment. As with the noise assessment, there will be no change in air quality for residents as the properties will not be occupied before construction commences. Chapter 11, Noise and vibration and Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the related environmental effects of the Scheme.
Environmental impacts in Toseland	Toseland village is not considered enough in initial assessment of	x				N	The traffic modelling undertaken since the statutory consultation has looked at flows through Toseland village listed, and the model

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	impacts.						predicts a reduction in the volumes of traffic as a result of the Scheme. Further details of the traffic modelling at these locations can be found in Appendix W, which provides additional traffic flow forecast information to support the application for the Scheme One of the Scheme's objectives is to promote the use of strategic routes (such as the new dual carriageway) by strategic traffic (long distance), and the use of local routes by local traffic. Traffic flows in the villages listed in general are expected to reduce as a result of the Scheme Chapter 11, Noise and vibration, Chapter 5, Air quality and Chapter 7, Landscape and visual effects of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the environmental effects of the Scheme. The assessment has identified a number of mitigation measures required to control and/or minimise noise and vibration at residential and other noise sensitive properties. Toseland will, however, experience a moderate decrease in road traffic noise in the short term due to the decrease in traffic passing through the village due to the Scheme. Similarly, the village will experience a decrease in NO₂, and views of the Scheme will be screened.

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Light impacts on Roxton	Will vehicle headlights on the new Black Cat junction be visible to properties in Roxton, and if so which areas within Roxton are likely to experience this?	x				N	Highways England does not anticipate any additional headlight glare towards Roxton. The effects of both construction and operational lighting have been assessed within Chapter 7, Landscape and visual effects , and Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1].
Light impacts at the Caxton Gibbet junction	I am concerned regarding the height of the A428 and its visual impacts/light pollution at Caxton Gibbet. Please provide reasoning for this height and what measures will be undertaken to mitigate.				x	N	Lowering the vertical alignment of the new dual carriageway (beneath the A1198) would be complex, would bring the road below the water table and would lead to the severance of an existing watercourse and would require a pumped solution with long term maintenance implications. The landscape and visual impact have been assessed and is reported in Chapter 7, Landscape and visual effects of the Environmental Statement [TR010044/APP/6.1]. The majority of the proposed Scheme will not be lit, with lighting focused around the junctions for safety reasons (in accordance with design standards). The effects of both construction and operational lighting have been assessed within the Landscape and Visual Impact assessment, and the Biodiversity assessment reported in Chapters 7, Landscape and visual effects and Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1].

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Light impacts along the A428	Limit the number of lights on this road; and where they are essential have lighting achieve the purpose without light spillage upwards and to the sides. Light pollution is already a serious problem in this area. Even on moonless nights it is never fully dark anymore.				x	N	The majority of the proposed Scheme will not be lit with lighting focused around the junctions for reasons of safety in accordance with design standards. The effects of nighttime lighting on biodiversity have been assessed and are reported in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1].
Light impacts	Lighting pollution should be minimised for the benefit of nocturnal creatures / Ecology.	x				N	The majority of the proposed Scheme will not be lit with lighting focused around the junctions for reasons of safety in accordance with design standards. The effects of both construction and operational lighting have been assessed within Chapter 7, Landscape and visual effects and Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1]. The design of operational lighting has considered the potential for lighting impacts, and the use of full cut-off lanterns is proposed as described in Chapter 2, The Scheme of the Environmental Statement [TR010044/APP/6.1]. The First Iteration Environmental Management Plan [TR010044/APP/6.8] outlines the measures that will be developed and

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							implemented by the Principal Contractor to reduce the temporary effects of construction lighting.
Visual Impacts	Concerns about the visual impacts on Eltisley.				x	N	The visual impact of the Scheme on the landscape setting and sensitive receptors in has been assessed and is reported in Chapter 7, Landscape and visual effects of the Environmental Statement [TR010044/APP/6.1]. Although the Scheme passes closer to Eltisley than the existing A428 for a short section to the north east of the village, the route is in cutting in this section, partially screening passing traffic in views of residents on the eastern side of Eltisley.
Visual impact	I'm concerned by the visual impact of the Toseland Road Bridge.	x				N	The Scheme has been designed to incorporate a comprehensive landscaping and ecological mitigation strategy which has been developed to integrate and visually screen the engineering components into the receiving landscape pattern, and to replace habitats and vegetation lost. Details of the measures incorporated into the Scheme are provided in Chapter 2, The Scheme the Environmental Statement [TR010044/APP/6.1] and are illustrated on the Environmental Masterplan on Figure 2.4 of the Environmental Statement [TR010044/APP/6.2].

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Scheme-wide environmental mitigations	We request that measures are incorporated within the Scheme to reduce the impact of 'all of the adverse effects' as oppose to 'some'.	x				N	The likely significant effects of the Scheme (once operational) are reported within technical Chapters 5 to 15 of the Environmental Statement [TR010044/APP/6.1]. Technical Chapters 5 to 15 of the Environmental Statement [TR010044/APP/6.1] describes the measures incorporated into the design of the Scheme to avoid, prevent, reduce and offset its likely environmental effects. The design of the Scheme incorporates a comprehensive landscaping and ecological mitigation strategy which has been developed to integrate and visually screen new dual carriageway components into the receiving landscape pattern, and to replace habitats and vegetation lost. Details of these measures and how they link into the existing framework of vegetation and habitats in the local area are provided in Chapter 2, The Scheme of the Environmental Statement [TR010044/APP/6.1], and are illustrated on the Environmental Masterplan on Figure 2.4 of the Environmental Statement [TR010044/APP/6.2].
Environmental impact mitigation	The highest standards of environmental mitigation should be incorporated in the Scheme.	x	x		x	N	Comment noted. In line with the EIA Regulations environmental measures have been incorporated into the design of the Scheme as has mitigation which

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							has been identified as essential to mitigate its effects. These are described in Chapter 2, The Scheme of the Environmental Statement [TR010044/APP/6.1] and are illustrated on Figure 2.4 (Environmental Masterplan) of the Environmental Statement [TR010044/APP/6.2].
Environmental impact mitigation	All areas of concern regarding habitats, wildlife and impacts on agricultural land have been addressed.				x	N	Comment noted.
Environmental impact mitigation	Environmental measures proposed for developments of this nature are rarely delivered as originally intended. Environmental and landscape mitigation and enhancement scheme never seem to be actively maintained once initially implemented, for example, newly planted trees need active management for longer than expected and frequently die from lack of the care for the time periods specified by horticultural experts and				x	N	The First Iteration Environmental Management Plan [TR010044/APP/6.8] includes a Landscape and Ecology Management Plan which outlines how the measures incorporated into the Scheme will be managed by the Principal Contractor within the initial establishment period, prior to handover to Highways England for long term management of the soft estate.

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	frequently die. A post-implementation management period is required if the proposals are to achieve the benefits intended at the design stage.						
Environmental mitigation	Mitigation measures to protect the environments, including nature reserves, SSSIs and the general environment must be a priority.				x	N	The proposed Scheme does not impact on any nature reserve or Sites of Special Scientific Interest (SSSIs). The biodiversity assessment is reported in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1]. Details of the mitigation measures incorporated into the Scheme are provided in Chapter 2, The Scheme of the Environmental Statement [TR010044/APP/6.1] and are illustrated on the Environmental Masterplan on Figure 2.4 of the Environmental Statement [TR010044/APP/6.2]. Further detailed construction and operational information on specific mitigation measures is contained within the First Iteration Environmental Management Plan [TR010044/APP/6.8].
Environmental mitigation	There needs to be more visual/noise/environmental mitigation measures enforced along the existing A421, past Roxton inc.				x	N	The design of the Scheme incorporates a comprehensive landscaping and ecological mitigation strategy which has been developed to integrate and visually screen the engineering components into the receiving landscape

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	A4321, C44, A1.						pattern, and to replace habitats and vegetation lost. Details of the measures incorporated into the Scheme and how these link into the existing framework of vegetation and habitats in the local area are provided in Chapter 2, The Scheme of the Environmental Statement [TR010044/APP/6.1], and are illustrated on the Environmental Masterplan on Figure 2.4 of the Environmental Statement [TR010044/APP/6.2]. Substantial area of native woodland, shrubs, hedgerows and grassland planting are proposed along the Scheme. In line with the Design Manual for Roads and Bridges (DMRB), landscape elements were carefully selected to fulfil environmental functions including local character enhancement, landscape integration, visual screening and biodiversity. A 3m high noise bund in the vicinity of Roxton has been proposed to minimise the noise impacts on noise sensitive properties.
Environmental mitigation for soil	The ES should provide details of how any adverse impacts on soils can be minimised.	x				N	Chapter 9, Geology and soils of the Environmental Statement [TR010044/APP/6.1] presents the findings of an assessment of how the Scheme will affect agriculturally viable soils. Mitigation measures outlined in the First Iteration Environmental Management Plan [TR010044/APP/6.8] will be implemented

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							during construction to strip, store, protect and reinstate agricultural soils where feasible. A Soil Handling and Management Plan is included in Annex E of the First Iteration Environmental Management Plan [TR010044/APP/6.8]. The Soil Handling and Management Plan will be updated during detailed design and implemented by the Principal Contractor during construction. Soil material will be stored at designated soil storage bund areas within the main project compounds located in Black Cat Junction Area, Wintringham Area and Caxton Gibbet Area. Soils will be delivered back to the respective locations from the storage zones, placed by an excavator on the verges and batters before the area is seeded and planted to complete the landscaping works. The assessment information on geology and soils is included within Chapter 9, Geology and soils of the Environmental Statement [TR010044/APP/6.1].
Environmental mitigation to counter lighting impacts	Any lighting mitigation needs to be site specific and consider sensitive premises and identify any vulnerable persons.	x				N	Mitigation measures incorporated into the design of the Scheme, as described in Chapter 2, The Scheme of the Environmental Statement [TR010044/APP/6.1], have given regard to site-specific conditions.

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							The design of operational lighting has considered the potential for lighting impacts, and the use of full cut-off lanterns is proposed as described in Chapter 2, The Scheme of the Environmental Statement [TR010044/APP/6.1]. An EqlA has been undertaken to understand any effects on those with protected characteristics [TR010044/APP/7.5]
Environmental mitigation to counter lighting impacts	We advise that additional measures including location and design of signage and lighting should seek to minimise impacts on amenity and visual intrusion for PROWs.	x				N	The landscape assessment has considered the introduction of dominant vertical elements including new signage gantries, variable message signs (VMS), closed circuit television (CCTV) cameras and lighting columns, as detailed in section 7 of Chapter 7, Landscape and visual effects of the Environmental Statement [TR010044/APP/6.1]. The Design seeks to limit light spill and only includes lighting where road safety is a priority, to minimise the potential for light spill in night time views. The proposed landscape mitigation is described within Chapter 7, Landscape and visual effects of the Environmental Statement [TR010044/APP/6.1].
Environmental mitigation to counter	Additional planting and screening are required to reduce the impact of	x				N	Chapter 7, Landscape and visual effects of the Environmental Statement [TR010044/APP/6.1] reports the findings of the

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lighting and visual impacts	lighting and signage in certain areas, especially where raised above current levels.						assessment of landscape and visual effects. This has considered the landscape and visual impacts of the Scheme once operational and identifies mitigation measures. It explains where landscape mitigation is proposed to address the adverse effects of the Scheme, including the planting of trees between the new dual carriageway, existing roads and villages to assist in integrating the Scheme into the local landscape affected by the new dual carriageway. Measures have been integrated (embedded) into the Scheme to minimise effects on landscape character and visual amenity, which include designing lighting to minimise light spill and minimising the use of road signage. The form, location and extent of the landscaping incorporated into the Scheme design is illustrated on Figure 2.4 (Environmental Masterplan) of the Environmental Statement [TR010044/APP/6.2].
Environmental mitigation through tree planting	Plant more trees along both sides of the dual carriageway to mitigate environmental impacts.	x		x	x	N	Substantial areas of native woodland, shrubs, hedgerows and grassland planting have been incorporated into the Scheme design, as shown in the First Iteration Environmental Management Plan [TR010044/APP/6.8]. These elements were carefully selected to enhance local character, help integrate the Scheme into the existing landscape pattern, visually screen

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							and contain new dual carriageway components in existing views and mitigate effects on biodiversity.
Environmental mitigation through tree planting	A tree planting scheme would greatly reduce the environmental impact of the New Route; particularly between Abbotsley and the New Route, and St. Neots and the New Route, and between the current A428 and the New Route north of Eltisley and Croxton.	x			x	N	The design of the Scheme incorporates a comprehensive landscaping and ecological mitigation strategy which has been developed to integrate and visually screen the engineering components into the receiving landscape pattern, and to replace habitats and vegetation lost. Details of the measures incorporated into the Scheme and how these link into the existing framework of vegetation and habitats in the local area are provided in Chapter 2, The Scheme of the Environmental Statement [TR010044/APP/6.1], and are illustrated on the Environmental Masterplan on Figure 2.4 of the Environmental Statement [TR010044/APP/6.2].
Environmental mitigation through tree planting and embankments	Please use more trees and embankments to reduce noise, air and light pollution at Croxton.				x	N	The Scheme alignment was influenced by the desire to preserve established trees north of Croxton. This has created some distance from the Scheme and Croxton itself. The environmental assessment has considered receptors in Croxton, where applicable, and has not identified any significant effects that mean that planting, air quality or noise mitigation is required in this location. Technical Chapters 5 to 15 of the Environmental

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							Statement [TR010044/APP/6.1] contains further information.
Environmental mitigation through tree planting and embankments	Please use more trees and embankments to reduce noise, air and light pollution at Eltisley.				x	N	The environmental assessment has considered receptors in Eltisley, where applicable. Landscape planting has been included within the Scheme to both screen Eltisley junction and integrate with the wider landscape. These measures are illustrated on the Environmental Masterplan on Figure 2.4 of the Environmental Statement [TR010044/APP/6.2]. The wider assessments have not identified any other significant effects that mean that further mitigation is required in this location. Technical Chapters 5 to 15 of the Environmental Statement [TR010044/APP/6.1] contains further information.
Environmental mitigation through tree planting and embankments	Please use more trees and embankments to reduce noise, air and light pollution at Roxton.				x	N	The environmental assessment has considered receptors in Roxton. An 800m long, 3m high noise bund, alongside the westbound A421 between Roxton Road Bridge has been included within the Scheme to help minimise noise effects. Low noise surfacing has been included along the length of the Scheme. At Bedford Road (west of Roxton) an increase of 0.5µg/m³ in the annual mean concentration

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							of NO₂ is predicted from the nearest receptor. This results in NO₂ concentrations of 12.2µg/m³, which is still well below the annual mean NO₂ objective. As a consequence, no air quality mitigation is required. The design of the Scheme incorporates a comprehensive landscaping and ecological mitigation strategy which has been developed to integrate and visually screen the engineering components into the receiving landscape pattern, and to replace lost habitats and vegetation. Existing trees and hedgerows north of Roxton will be retained, with further woodland planting around the new Roxton Road overbridge. Planting along the southern part of Black Cat junction would combine with the existing vegetation around Roxton Garden Centre to reduce the visibility of new dual carriageway infrastructure. Lighting columns, signage and traffic would remain perceptible above vegetation in places for residents of some properties on the eastern side of Roxton. However, this effect is not considered to be significant and further mitigation is not required. Technical Chapters 5 to 15 of the Environmental Statement [TR010044/APP/6.1] contains further information.
Environmental mitigation	Fencing, trees, bushes and shrubs should be used to				x	N	Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1]

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through planting	reduce the noise / pollution impacts subsequent of the completed dual carriageway.						includes detailed assessments of the environmental effects of the Scheme relating to Noise and vibration, and Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the environmental effects of the Scheme relating to Air Quality. The assessments have identified a number of mitigation measures required to control and/or minimise noise and vibration and pollution at residential and other sensitive properties.
Environmental mitigation through planting	More vegetation is required for the area located to the north east of Eltisley to help lessen the impacts of raised lighting and signage.	x				N	The Scheme will be located further from Eltisley than the existing A428, apart from a short section to the north-east. There is already substantial existing vegetation, which will be strengthened and enhanced with additional planting. Lighting columns will be provided on the approaches to the roundabouts, and the over bridge. These will be screened by the substantial areas of new native woodland, trees and shrubs proposed on the embankments and by existing vegetation north of Eltisley.
Environmental mitigation post-construction	Make sure that at the end of the process steps are taken to follow up any continuing adverse impact to see if it can be mitigated further.				x	N	Management Plans are included with the First Iteration Environmental Management Plan [TR010044/APP/6.8] . These detail how the Scheme will be managed during construction and during operation.

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Environmental mitigations to inform the red line boundary	Environmental mitigations must inform the final red line.	x				N	Comment noted. The extents of the Order Limits include all land required to construct, operate and maintain the Scheme, and to deliver the measures identified from the environmental impact assessment process as being essential to mitigate its effects on landscape character, visual amenity and biodiversity, and to deliver an appropriate level of biodiversity net gain.
Excessive environmental mitigation	The environmental mitigation areas are excessive (general).			x		N	The Scheme has been robustly designed to incorporate a comprehensive landscaping and ecological mitigation strategy which has been developed to integrate and visually screen the engineering components into the receiving landscape pattern, and to replace habitats and vegetation lost. Details of the measures incorporated into the Scheme are provided in Chapter 2, The Scheme of the Environmental Statement [TR010044/APP/6.1], and are illustrated on Figure 2.4 (Environmental Masterplan) of the Environmental Statement [TR010044/APP/6.2].
Green Infrastructure	Environmental measures such as green/wildlife corridors (inc. attenuation ponds, reeds, green bridge, wetland) should be				x	N	Consideration has been given to the creation and integration of these habitats and others into the Scheme. The location of these features is shown on Figure 2.4 (Environmental Masterplan) of the Environmental Statement

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	included within the design of the new dual carriageway.						[TR010044/APP/6.2] . The embedded mitigation measures within the Scheme are described within Chapter 2, The Scheme of the Environmental Statement [TR010044/APP/6.1] .
Green infrastructure	Major structures should be softened with planting, to enhance existing green infrastructure and minimise the impact on the rural landscape.		x			N	In addition to having forms of construction which are sympathetic to the local landscape, the Scheme bridges need to meet a number of requirements: they need to be functional, durable, economical, safe to build and minimise their impact on the environment through selection of materials and construction techniques. The major structures and junctions on the Scheme, particularly the three-tiered Black Cat junction are inevitably going to be significant features on the landscape. However, their appearance will be softened where practicable e.g. mainline embankments will be grassed and/or planted to soften the landscape and minimise their visual impact on the predominantly rural landscape. Planting on the highway infrastructure structures themselves i.e. bridges and retaining walls is generally not advisable, because these structures need to be regularly inspected once they are built to keep them in a suitable and safe condition and identify any areas requiring maintenance works. Planting could potentially obscure serious defects in structural elements and can sometimes even exacerbate the deterioration of

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							concrete and steel. The frequency of inspections and maintenance works on or near to the strategic road network would need to increase and consequently this would increase costs, increase delays to the travelling public for lane closures etc. as well as increase the health and safety risk to the workforce carrying maintenance works out. For these reasons, only low maintenance planting is provided, and generally limited to only non-structural areas and away from carriageways.
Green infrastructure	We suggest a green corridor along the existing A428 route.	x			x	N	Comment noted. The existing A428 will be de-trunked as part of the Scheme, and will become part of the local highway network. Volumes of traffic on the route will decrease as a result of this Scheme. It will be for the local highway authority to determine future use.
Greenspace in Croxton	The Scheme sufficiently retains greenspace at Croxton, along the existing A428.				x	N	Comment noted.
Consideration for Scheme impacts on mental health	There should be parity between mental and physical health, and any assessment of health impact should include the appreciation of both. The	x				N	The Population and Health assessment has been undertaken following the latest DMRB guidance, with the assessment reported in Chapter 12, Population and human health of the Environmental Statement of the

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	PEI Report should reference the methodology used to complete assessments for the effects on mental health and wellbeing. The Mental Well-being Impact Assessment (MWIA) toolkit could be used as a methodology.						Environmental Statement [TR010044/APP/6.1].
Consideration for Scheme impacts on mental health	In relation to baseline data you should review, as a minimum, local data and public health reports published by the local Director of Public Health, the Joint Strategic Needs Assessment (JSNA), Health and Wellbeing Board strategies or plans, CCG / NHS strategy or plans and the PHE fingertips data. This should be supported by liaison directly with the Director of Public Health, CCGs and NHS to assist in the drafting of the ES. It is also vital that information	x				N	Comment has been noted and has been considered when preparing the Population and Health Chapter within Chapter 12, Population and human health of the Environmental Statement [TR010044/APP/6.1], as well as considered for the full EqIA [TR010044/APP/7.5].

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	received through community engagement forms part of the assessment.						
Consideration for Scheme impacts on mental health	The human health section (12.3.28 – 12.3.29) has taken a narrow baseline on which to base any potential positive or adverse effects on health.	x				N	Consideration has been given to these domains as part of the Population and Health assessment reported in Chapter 12, Population and human health of the Environmental Statement [TR010044/APP/6.1].
PEI Report - consideration for Scheme impacts on mental health	The PEI Report should have scoped into the assessment the risk of suicide during both the construction and operational phases.	x				N	Suicide risk has been considered within the design of the Scheme. The content of the Population and Health assessment within the PEI Report recorded the information available at the time of reporting. Since the publication of the PEI Report further assessment work has been undertaken, and this forms part of this application. Chapter 12, Population and human health of the Environmental Statement [TR010044/APP/6.1] incorporates a health assessment which has been delivered in line with the requirements of the Scoping Opinion [TR010044/APP/6.5]. Traffic collision data may also be of interest due to the potential for intentional collisions. Matters relating to Road Traffic Collisions are reported

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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							within the Transport Assessment [TR010044/APP/7.2].
PEI Report - construction considerations	Please ensure all construction activities respect the findings of the PEI Report.				x	N	Construction activities will be undertaken in line with the assessments within technical Chapters 5 to 15 of the Environmental Statement [TR010044/APP/6.1] and the First Iteration Environmental Management Plan [TR010044/APP/6.8].
PEI Report – environment and health consideration	The PEI should include more emphasis on the environmental considerations and people's health, for example: identifying and mitigating any impacts on tranquility in open spaces.	x			x	N	Comment noted. The Population and Health assessment has considered impacts on open spaces in line with the latest DMRB guidance. The assessment is reported in Chapter 12, Population and human health of the Environmental Statement of the Environmental Statement [TR010044/APP/6.1].
PEI Report - adequate EIA scope	The EIA scope in the PEI Report is sufficiently detailed.				x	N	Comment noted.
PEI Report - insufficient EIA scope	The PEI Report is not sufficient. There is no biodiversity net gain or mention of how the development will meet the government and South				x	N	A full Environmental Impact Assessment has been undertaken for the Scheme with the assessments reported in technical Chapters 5 to 15 of the Environmental Statement [TR010044/APP/6.1].

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	Cambridgeshire District Council's commitment to zero carbon by 2015. Please provide a full EIA, publicly available as part of the consultation process.						The Scheme has taken into consideration local wildlife and its habitats. In the few places where there will be loss, this will be mitigated fully. Overall, the proposed Scheme will achieve a net gain for biodiversity. This is included within Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1]. The Climate assessment as set out in Chapter 14, Climate of the Environmental Statement [TR010044/APP/6.1] demonstrates the Scheme's GHG impact as a proportion of current UK carbon budgets.
PEI Report – adequate consideration for Green House Gas emissions	The PEI Report sufficiently considers greenhouse gas emissions and strategies to reuse materials.				x	N	Comment noted. The impacts upon the climate is assessed within Chapter 14, Climate of the Environmental Statement [TR010044/APP/6.1], and Chapter 10, Material assets and waste of the Environmental Statement [TR010044/APP/6.1].
PEI Report - Impact Assessment schedule	The impact assessment provided in the PEI Report is premature as baseline surveys have not been finalised and other detailed assessment.	x				N	Comment noted. The Environmental Statement [TR010044/APP/6.1] details the information, records and survey data gathered as part of the environmental impact assessment process.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
PEI Report – greater strategic planning required	The PEI Report needs to consider more strategic planning to support growth between the Black Cat and Cambridge Corridor.				x	N	The PEI Report detailed the information available on the Scheme at the time for consultation with statutory bodies and interested parties.
PEI Report – completion date	Will the PEI Report be completed before the final proposal is submitted?				x	N	The PEI Report detailed the information available on the Scheme at the time for consultation with statutory bodies and interested parties. Since the publication of the PEI Report further environmental assessment work has been undertaken. The completed assessment information on the environmental impacts is in full within technical Chapters 5 to 15 of the Environmental Statement [TR010044/APP/6.1] .
PEI Report – updating frequency	Please keep the PEI Report updated accordingly, including how environmental considerations are being addressed (positives and negatives).				x	N	The PEI Report detailed the information available on the Scheme at the time for consultation with statutory bodies and interested parties. The information on the environmental impact is detailed in full within technical Chapters 5 to 15 of the Environmental Statement [TR010044/APP/6.1] .
PEI Report - woodland protection	The PEI Report fails to consider mitigation strategies to protect the ancient woodland /				x	N	The habitat assessment carried out for the Scheme concluded that no ancient woodland will be impacted by the Scheme and no significant wildflower areas were identified

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	provision of wildflower areas.						during the biodiversity surveys. Additional grassland habitat will be created across the Scheme as part of the landscaping strategy, helping to achieve an overall net gain in biodiversity. The biodiversity assessment is reported in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1].
Woodland consideration - preservation	Please consider preserving the woodland at GR270605 and remove existing toxic waste which will percolate through the soil in wet weather.				x	N	The Scheme does not directly impact on the land fill site and does not significantly impact any woodland mentioned.
Woodland clearance outside of breeding seasons	Please remove trees, hedgerows and shrubs outside of breeding season.				x	N	Comment noted. All technical reports for breeding birds, including those with special protection (Schedule 1 birds), include provisions for ensuring that vegetation clearance does not occur within the breeding season. Further, an ecologist will be present during clearance activities, to ensure that contractors are compliant with wildlife legislation. The biodiversity assessment is reported in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1].
Clarification of type of grassland	There does not appear to be any detail at this stage on what type of grassland	x				N	The mix of species will be developed at the detailed design stage.

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		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
incorporated within the Scheme	will be provided or how it will be managed.						The detail of land use during the construction and operation of the Scheme are presented on the Land Plans [TR010044/APP/2.2].
Reducing the use of carbon materials	Consideration must be given to the need to reduce the embodied carbon of materials in light of the Government's announcement that the target in the Climate Change Act (2008) will be changed to reflect net zero carbon by 2050.	x				N	Chapter 14, Climate of the Environmental Statement [TR010044/APP/6.1] will report whether or not emissions are deemed to be significant in the context of the current UK carbon budgets. If assessment demonstrates that the Scheme's construction greenhouse gas (GHG) impact as a proportion of total UK carbon emissions is negligible, it can be considered to be immaterial. In such circumstances, Highways England has considered GHG emissions from the Scheme in the context of the UK's new net zero target set in 2019 and does not consider that this gives cause to alter the assessment findings. Chapter 14, Climate of the Environmental Statement [TR010044/APP/6.1] will present possible mitigation measures recommended for the Scheme. During the development of the Scheme Highways England will continue to review these mitigations and seek further opportunities to minimise carbon emissions as required by Design Manual for Roads and Bridges (DMRB) and in line with the net zero target.

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Opportunities to incorporate recycled materials within the Scheme	Please use recycled materials wherever possible to build the new dual carriageway.				x	N	Recycled materials will be used as much as possible within the construction of the Scheme. The assessment of Material Assets and Waste is included within Chapter 10, Material assets and waste of the Environmental Statement [TR010044/APP/6.1].
Opportunities to incorporate recycled materials within the Scheme	I hope that all material excavated and moved during construction can be fully utilised in order to provide natural banking and screening to reduce noise for the benefit of neighborhoods close by.				x	N	The use of Earth bunds and placing the carriageway in cutting have been incorporated to provide noise and visual mitigation where required. The First Iteration Environmental Management Plan [TR010044/APP/6.8] provides a framework for how the landscaping and ecological measures incorporated into the design of the Scheme will be managed and maintained, to ensure they establish and achieve their intended environmental functions and deliver the percentage of net gain identified in Appendix 8.19 of the Environmental Statement [TR010044/APP/6.3] which provides full details of the approach to, and findings of, the biodiversity net gain calculations. Initial management will be undertaken by the Principal Contractor, who will be responsible for developing the content of the First Iteration Environmental Management Plan into more detailed management prescriptions. Following this period, handover of these responsibilities will pass to Highways England who will then

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							maintain these measures in the long term.
Opportunities to incorporate recycled materials within the Scheme	Excavated material needs to be managed appropriately and suitability for re-use should be clearly demonstrated. Any materials reused at the site, should be appropriately characterised. Please provide the results of the Waste Acceptance Criteria (WAC) for any soil which will be disposed of off-site and a Materials Management Plan (MMP) for the reuse of any materials at the site.	x			x	N	The First Iteration Environmental Management Plan [TR010044/APP/6.8] outlines the measures that the Principal Contractor will be required to develop and implement to mitigate construction-related effects. An Outline Waste Management Plan (OWMP) is included in Annex C of the First Iteration Environmental Management Plan [TR010044/APP/6.8]. The OWMP will be updated during detailed design and implemented by the Principal Contractor during construction. The OWMP sets out how waste will be managed in accordance with the waste hierarchy and legal and regulatory requirements, including the characterisation of waste in accordance with the Environment Agency's Waste Classification Technical Guidance WM3 and, where disposal to landfill is required, the need to undertake Waste Acceptance Criteria (WAC) testing. An Outline Materials Management Plan (OMMP) is included in Annex H of the First Iteration Environmental Management Plan [TR010044/APP/6.8]. The OMMP will be developed during detailed design and implemented by the Principal Contractor during construction, where reuse of materials onsite is required. The OMMP will be developed in

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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							accordance with the CL:AIRE Definition of Waste: Development Industry Code of Practice.
Protecting watercourses	Please ensure all water courses are protected.				x	N	The Scheme design retains and restores natural processes for the affected watercourses as far as possible. Discussions have been undertaken with the Environment Agency and the Lead Local Flood Authority regarding the drainage strategy proposals and the preliminary design of structures. Construction of the Scheme would be subject to measures and procedures as defined within the First Iteration Environmental Management Plan [TR010044/APP/6.8] for the Scheme. This includes a range of measures to mitigate potential impacts on the water environment during construction, which accord with legal compliance and good practice guidance when working with or around sensitive water resources. The impact of the Scheme on affected watercourses is being assessed and measures will be put in place as required to mitigate or reduce any negative effects. The road drainage and water environment assessment are reported in Chapter 13, Road drainage and the water environment of the Environmental Statement [TR010044/APP/6.1].

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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Protecting watercourses through clear span crossings	The recommendation of using clear span crossings over watercourses is welcomed. This will avoid potential impacts associated with bridge abutments and culverts on watercourses and their associated ecology, which may affect WFD status.	x				N	The assessment on Road Drainage and the Water Environment can be found within Chapter 13, Road drainage and the water environment of the Environmental Statement [TR010044/APP/6.1]. We can confirm that clear span crossings will be used. This approach has been used in the assessment of the watercourses. All watercourses have been assessed. Mitigation designed into the Scheme has taken regard to Biodiversity 2020: A strategy for England's wildlife and ecosystem services objectives. The assessment has taken these categories into consideration.
Separate the ES and EglA	The ES and any EglA should not be completely separated.	x				N	Highways England has produced an Equality Impact Assessment (EglA) alongside the Environment Statement. However, the EglA has been considered in the preparation of the Population and Health Chapter within Chapter 12, Population and human health of the Environmental Statement [TR010044/APP/6.1] as well as considered for the full EglA [TR010044/APP/7.5].
Working within	We recommend caution	x				N	The assessment has been undertaken and

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		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
ECiA standards	with regard to the application of 2km / 5km Zones of Influence (ZoI) for nationally / internationally designated sites given the potential for impacts to occur over significantly greater distance e.g. through water mediated effects.						reported in accordance with relevant best practice guidance and standards relating to ECiA.
Non-Road Mobile Machinery (NRMM) requirements?	Will NRMM requirements be adopted?				x	N	The First Iteration Environmental Management Plan [TR010044/APP/6.8] outlines the measures to be developed and implemented by the Principal Contractor during construction of the Scheme to control and mitigate emissions. This includes details relating to the adoption of Non-Road Mobile Machinery requirements.
Sustainable transport	Prioritising consideration for the provision of NMU infrastructure will reduce the number of cars on the road/improve the environment by encouraging more sustainable forms of transport/mobility.				x	N	The new dual carriageway will remove strategic traffic from the local road network, freeing up the local road network and making it more attractive to other forms of transport.

5.6 Theme: Air Quality

5.6.1 **Table 5-4** summarises the matters raised in relation to the potential air quality impacts of the Scheme.

Table 5-4: Summary of consultee comments on the potential air quality impacts of the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Air quality in Roxton	We need further demonstration of how scheme objectives relating to air quality are achieved through design in the Roxton area.	x				N	The assessment of the environmental effects of the Scheme has developed further since the publication of the PEI Report. The air quality assessment has considered the effects on air quality in Roxton, and due to the proximity of the village to the Scheme and the A421 and the A1 there are not expected to be any additional impacts as a result of the Scheme. Further information is presented in Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1].
Air Quality Management Area (AQMA) at Sandy	The route cuts through an AQMA at Sandy. Clarity is needed on what modelling has/will be undertaken on the impact a free flowing A1 at Black Cat has on the air quality/junctions and settlements further south.			x	x	N	The Scheme route does not pass through any air quality management areas. The air quality effects of the Scheme during its construction and operation are presented in Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1]. The air quality assessment has been carried out in accordance with DMRB LA 105 guidance and covers all routes where there is a qualifying change in traffic flows.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							Receptors within and around the AQMA at Sandy have been assessed and, no significant air quality effects are predicted. Effects are considered to be no more than imperceptible. A further traffic assessment of junctions outside of the Order Limits including Sandy and Biggleswade, have been undertaken to assess the traffic impacts of the Scheme on wider junctions. Further details can be found in the Transport Assessment Annex [TR010044/APP/7.3].
CO2 emissions	Any reduction in standing traffic will hopefully also result in lower CO2 emissions being released into the air.				x	N	Comment noted.
Impact on local villages	The Scheme will reduce the number of HGVs and vans in the surrounding village, therefore improve air quality.				x	N	Comment noted.
Impact on Black Cat and surrounding areas	Insufficient attention has been given to the effect this Scheme (i.e. the Black Cat aspects) will have on pollution and congestion to either side of the Black Cat, i.e. Sandy/Beeston and Southoe/Buckden.				x	N	The PEI Report presented the available information relating to air quality at the time of publication. Detailed air quality modelling has been undertaken as part of the Environmental Impact Assessment of the Scheme, which identifies and evaluates how changes in traffic

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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							flows will influence local air quality. The air quality assessment has been carried out in accordance with DMRB LA 105 guidance and covers all routes where there is a qualifying change in traffic flows. This modelling covers all areas where changes in traffic flows are predicted to be of an order that will result in changes to local air quality: this includes A1 through Sandy/Beeston to the south of Black Cat (although these effects have not been assessed to be significant). Buckden has been considered as part of the assessment- this hasn't identified any significant effects. The air quality assessment is included within Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1].
Impacts on local Sandy and Beeston	The Scheme will significantly increase the pollution levels around Sandy and Beeston.				x	N	It is acknowledged that there will be a slight increase in traffic on the A1 as a result of the Scheme. However, there will be a reduction in east west traffic at Sandy roundabout which will offset the impact. One of the key objectives of the Scheme is to promote the use of strategic routes (such as the new dual carriageway) by strategic traffic (long distance), and the use of local routes by local traffic. The Scheme is therefore being developed to reduce traffic on local roads by providing improved connections and a free-flowing network for those who do not need to use the local roads. Highways England has

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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							assessed the traffic impacts of the Scheme at a number of locations, this has included a capacity assessment of the traffic predicted to be using the A1 at the Sandy junction with and without the Scheme in place. The detailed results are reported in the Transport Assessment Annex [TR010044/APP/7.3]. Detailed air quality modelling has been undertaken as part of the Environmental Impact Assessment of the Scheme, which identifies and evaluates how changes in traffic flows will influence local air quality. The air quality assessment has been carried out in accordance with DMRB LA 105 guidance and covers all routes where there is a qualifying change in traffic flows. This modelling includes the A1 south of Black Cat junction through Sandy and within the extents of the AQMA and the A1 south of Beeston, along roads where there are changes in traffic flows anticipated due to the Scheme. No significant effects are predicted; therefore no mitigation measures are required. The air quality assessment is included within Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1].
Impacts on Eltisley	What are the projected air pollution concentrations at Eltisley? What actions are				x	N	Detailed air quality modelling has been undertaken as part of the Environmental Impact Assessment of the Scheme,

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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	being taken to mitigate air pollution at Eltisley? Please provide some indication as to when the results from the air quality modelling for Eltisley Junction will be made available.						which identifies and evaluates how changes in traffic flows will influence local air quality. The air quality assessment has been carried out in accordance with DMRB LA 105 guidance and covers all routes where there is a qualifying change in traffic flows. This modelling includes Eltisley roundabouts and Eltisley village, those roads where there are changes in traffic flows anticipated due to the Scheme and along the Scheme itself. Appendix 5.4 of the Environmental Statement [TR010044/APP/6.3] presents the findings of the air quality modelling undertaken as part of the air quality assessment. Modelled receptors R165, R180, R181, R182 and R270 are located within Eltisley. The outcomes of the modelling of NO₂ levels associated with the operational Scheme in its year of opening (when compared to the future baseline levels without the Scheme in place) indicated that decreases (i.e. improvements) in the annual mean concentration of NO₂ are predicted at receptors R180 (0.5µg/m³), R181 (0.7µg/m³), R182 (0.4 µg/m³), R165 (1.3µg/m³) and R270 (0.5µg/m³). Accordingly, air quality is predicted to improve in and around Eltisley as a result of the reduction in traffic flows. No significant effects are predicted; therefore, no mitigation measures are required.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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							The air quality assessment is included within Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1].
Impacts at the Roxton Road link	I'm concerned about light and dust pollution associated with proposed Roxton Road link.			x	x	N	Light is assessed in terms of its effect on ecology and biodiversity within Chapter 8, Biodiversity, of the Environmental Statement [TR010044/APP/6.1]. The Scheme will only be lit in locations where there is a safety concern, principally the proposed junctions (Black Cat, Cambridge Road, Caxton Gibbet and Eltisle Link) and the slip road/side road approaches to these junctions. Lighting is not proposed along the length of the Roxton Road link, however, it is proposed on the Roxton Road roundabout. Lanterns that minimise light spillage will be used. Impacts during construction, including dust, will be managed through the First Iteration Environmental Management Plan, [TR010044/APP/6.8].
Impacts of congestion	I am concerned that with better links between Cambridge, Milton Keynes via the road improvements there will be an increase of lorries on the road increasing noise and pollution				x	N	Detailed air quality modelling has been undertaken as part of the Environmental Impact Assessment of the Scheme, which identifies and evaluates how changes in traffic flows will influence local air quality. The air quality assessment has been carried out in accordance with DMRB LA 105 guidance and

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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	levels.						covers all routes where there is a qualifying change in traffic flows. The new dual carriageway is designed to accommodate an increase in HGVs. The existing A428 will be relieved of HGVs. The air quality assessment is included within Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1]. A noise assessment has been undertaken to identify the noise impacts of the Scheme. This assessment is reported in Chapter 11, Noise and Vibration of the Environmental Statement [TR010044/APP/6.1].
PEI Report	The PEI Report needs to consider more air pollution mitigation strategies.				x	N	The Preliminary Environmental Information report presented the available information relating to air quality at the time of publication. A detailed assessment of air quality impacts has been undertaken as part of the Environmental Impact Assessment of the Scheme, which identifies there are no requirements for mitigation during the operational phase, however requirements for mitigation strategies during construction have been identified. The findings of the air quality assessment are reported within Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1].

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
PEI Report – considerations for Sandy	The PEI Report fails to address in any way the extremely high levels of pollution in Sandy and this Scheme will only exacerbate those problems.				x	N	The PEI Report presented the available information relating to air quality at the time of publication. Detailed air quality modelling has been undertaken as part of the Environmental Impact Assessment of the Scheme. The air quality assessment has been carried out in accordance with DMRB LA 105 guidance and covers all routes where there is a qualifying change in traffic flows. This modelling includes the A1 south of Black Cat junction through Sandy and within the extents of the AQMA, along roads where there are changes in traffic flows anticipated due to the Scheme. Receptors within and around the AQMA at Sandy have been assessed and, no significant air quality effects are predicted, therefore no mitigation measures are required. The air quality assessment is included within Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1].

5.7 Theme: Ecology and Biodiversity

5.7.1 **Table 5-5** summarises the matters raised in relation to the ecology and biodiversity concerns of the Scheme.

Table 5-5: Summary of consultee comments on the ecology and biodiversity concerns of the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Satisfied with the desk study	We are satisfied with the desk-study and field-based survey approach being taken to the assessment of impacts on biodiversity	x				N	Comment noted.
Biodiversity Net Gain	We seek a minimum of 20% in biodiversity net gain, utilising a suitable appropriate Biodiversity Net Gain metric. The current 5% is insufficient.	x				N	A biodiversity metric calculation has been undertaken based on the method published by Defra in the Biodiversity Offsetting Pilots Technical Paper: the metric for the biodiversity offsetting pilot in England (Defra, 2012), to determine effects of the Scheme. In July 2019 Defra published Net Gain: Summary of responses and government response to consultation on the objectives of net gain policy. The document was clear that consultation proposals for a mandatory requirement for net gain did not include nationally significant infrastructure projects because they have 'fundamentally different characteristics to other development types'. In addition, it should be noted that Highways England is seeking to acquire the majority of the land required for the Scheme through compulsory acquisition. In order to secure those

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		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							powers, Highways England must demonstrate that the land subject to compulsory acquisition is required for the Scheme or is required to facilitate or is incidental to the Scheme (section 122 of the Planning Act 2008). This means that, whilst land required to mitigate the impact of the Scheme can be secured through compulsory acquisition, such powers do not extend to the acquisition of land for enhancement or gain. Highways England is nonetheless seeking to fully mitigate the impact of the Scheme on biodiversity as far as possible and seeks to deliver a Scheme that results in no net loss in biodiversity. Based on the landscape and biodiversity measures incorporated into the design of the Scheme, calculations undertaken using Highways England's Biodiversity Net Gain metric confirm that a net gain of 20.5% will be achieved across the Scheme, when compared to the future baseline conditions. Appendix 8.19 of the Environmental Statement [TR010044/APP/6.3] provides full details of the approach to, and findings of, the biodiversity net gain calculations.
Demonstrate opportunities taken to enhance	We advise that the ES should demonstrate how the project has taken advantage of opportunities to conserve and enhance biodiversity and	x				N	Highways England has taken advantage of Natural England's advice services when undertaking and reporting the Environmental

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biodiversity	geological conservation interests in accordance with NPS requirements.						Impact Assessment and the Habitats Regulations Assessment processes. Based on the landscape and biodiversity measures incorporated into the design of the Scheme, calculations undertaken using Highways England's Biodiversity Net Gain metric confirm that a net gain of 20.5% will be achieved across the Scheme, when compared to the future baseline conditions. The biodiversity assessment is reported in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1]. Appendix 8.19 , of the Environmental Statement [TR010044/APP/6.3] provides full details of the approach to, and findings of, the biodiversity net gain calculations.
Introduction of new species	Please consider introducing a new species, as part of the Scheme.				x	N	The increase in the overall area of habitat of value to wildlife creates the opportunity for new species to move into the area, examples are water vole and breeding red kite. The biodiversity assessment is reported in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1].
Extend the Scheme to include wildlife corridors	The Scheme should enhance existing local farmers wildlife projects, by extending the Scheme to include wildlife corridors.				x	N	Such measures as enhancing wildlife corridors linked to local farmers' wildlife projects are being explored to strengthen the green infrastructure of the area. However, it should be noted that Highways England is likely to acquire the majority of the land required for the Scheme

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							through compulsory acquisition. In order to secure those powers, Highways England must demonstrate that the land subject to compulsory acquisition is required for the Scheme or is required to facilitate or is incidental to the Scheme (section 122 of the Planning Act 2008). This means that, whilst land required to mitigate the impact of the Scheme can be secured through compulsory acquisition, such powers do not extend to the acquisition of land for enhancement or gain. Highways England is nonetheless seeking to fully mitigate the impact of the Scheme on biodiversity as far as possible and seeks to deliver a Scheme that results in no net loss in biodiversity. Appendix 8.19 of the Environmental Statement [TR010044/APP/6.3] provides full details of the approach to, and findings of, the biodiversity net gain calculations. Calculations undertaken using Highways England's Biodiversity Net Gain metric confirm that a net gain of 20.5% will be achieved across the Scheme, when compared to the future baseline conditions. The biodiversity assessment is reported in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1] .
Local wildlife habitats	We have an area rich in wildlife between Chawston Lane and the 421/Blackcat. The wildlife in those fields is amazing, I walk those fields everyday but fear				x	N	The depot planned at Black Cat is temporary and will be sited in the existing quarry area, minimizing disruption to fields.

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	we will lose it all, with the depots etc. you need for the construction, taking away my quality of life. We lost a fabulous grass snake habitat when the Gleneden depot was built.						The area referred to was identified as including habitat suitable for reptiles and hence measures will be put into place to protect species. In addition, the Scheme will provide new habitat which will enhance the wildlife around it. For example, it will provide extra habitat for birds to nest in, feed on berries during the winter, and to roost in. The biodiversity assessment is included within Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1]. Habitat creation and enhancement measures has been set out on the Environmental Masterplan, Figure 2.4 of the Environmental Statement [TR010044/APP/6.2].
Local wildlife habitats	I am concerned about the loss of local wildlife and habitats.				x	N	The Scheme will take into consideration local wildlife and its habitats. In the few places where there will be loss, this will be mitigated fully. The calculations undertaken using Highways England's Biodiversity Net Gain metric confirm that a net gain of 20.5% will be achieved across the Scheme, when compared to the future baseline conditions. Appendix 8.19 of the Environmental Statement [TR010044/APP/6.3] provides full details of the approach to, and findings of, the biodiversity net gain calculations. The biodiversity assessment is

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							reported in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1].
Safeguarding local wildlife	The proposals are sensitive to wildlife issues. Will badgers in particular be safeguarded? Replanting of hedgerow trees is crucially important.				x	N	A small number of badger setts will be impacted by the Scheme. These will be replaced by new badger setts created to mitigate for those lost. Underpasses along the route will be designed to be suitable for badger and other mammals. These will include fencing in appropriate sections so that mammals will be funneled into these underpasses and prevented from attempting to cross the carriageway. The biodiversity assessment is reported in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1]. Habitat creation and enhancement measures can be viewed on the Environmental Masterplan, Figure 2.4 of the Environmental Statement [TR010044/APP/6.2].
Safeguarding local wildlife crossings	More needs to be done to ensure safe crossings of the dual carriageway for wildlife/ Green bridges / underground wildlife crossings should be considered for wildlife.	x		x	x	N	A combination of underpasses, fencing and associated landscape planting has been included within the Scheme to encourage mammals such as badger to cross the new dual carriageway at specific points, reducing collisions. Similarly bat underpasses have also been included within the Scheme. Some underpasses will also be used for other species, such as deer, hedgehogs and great crested newts. Details of the measures incorporated into the Scheme and how these link into the existing

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							framework of vegetation and habitats in the local area are provided in Chapter 2, The Scheme of the Environmental Statement [TR010044/APP/6.1], and are illustrated on the Environmental Masterplan on Figure 2.4 of the Environmental Statement [TR010044/APP/6.2]. The form and location of these measures have been identified based on the outcomes of the assessments of Landscape and Visual Effects in Chapter 7, Landscape and visual effects of the Environmental Statement [TR010044/APP/6.1], and Biodiversity in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1].
Safeguarding local wildlife	We agree that significant effects on hazel dormouse and on biodiversity associated with the future maintenance of the Scheme are unlikely and can be scoped out of consideration in the ES.	x				N	Comment noted.
Wildlife local to Papworth	Badgers, Foxes, bats owls and deer and other wildlife all live within the immediate countryside around Papworth, large mammals are often the victims of traffic. Please can you consider them in your				x	N	A combination of underpasses and fencing and associated landscaping has been included within the Scheme to encourage larger mammals such as badger and muntjac deer to cross the new dual carriageway at specific points – reducing collisions. These measures are illustrated on the

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	design for the highway including permeable barriers, wildlife corridors and habitat planting.						Environmental Masterplan on Figure 2.4 of the Environmental Statement [TR010044/APP/6.2]. The biodiversity assessment is reported in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1].
Protection of local bats habitats	The Scheme should seek to avoid any direct loss, disturbance and fragmentation of roosting and foraging habitat and flight paths for barbastelle bats as far as possible.	x				N	The effect of the Scheme on local bat populations has been considered as part of the Biodiversity assessment reported in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1], which contains details of the methods, locations and dates of the surveys undertaken. A Stage 1 Habitats Regulations Assessment screening exercise has been completed to determine whether the Scheme will result in likely significant effects on Eversden and Wimpole Woods Special Area of Conservation, the findings of which are reported in the Habitats Regulations Assessment: No Significant Effects Report [TR010044/APP/6.7].
Protecting local habitats relocating badger sets	Data from ongoing bait marking surveying will inform where mitigation for Badgers is needed and the form it should take, for example fencing and/or establishing a new set(s).	x				N	Comment noted. The Environmental Masterplan, Figure 2.4 of the Environmental Statement [TR010044/APP/6.2] presents the environmental measures embedded into the design of the Scheme. These include measures to mitigate and/or compensate for effects identified on

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							habitats, and on protected species such as badgers.
Preservation of local conservation and habitats	An inclusive range of species needs to be considered, including (but not limited to) common toad, arable weeds, Birds of Conservation Concern, Red Data Book species and Cambridgeshire and Peterborough Additional Species of Interest.	x				N	Comment noted. Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1] reports the findings of the Biodiversity assessment, which has considered the effects of the Scheme on protected and notable species. The assessment has been informed by data, information and records obtained from local wildlife and interest groups. The assessment also presents details of the criteria applied.
Local ecology	Greater environmental measures are required to increase the greenspace and improve the local ecology.				x	N	The Scheme will include provisions for mitigation and enhancing biodiversity along the Scheme. This will include habitat creation in the form of hedgerow and tree planting and new waterbodies, as well as bird and bat boxes. The biodiversity assessment is reported in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1].
New nature reserve	Has thought been given to opening a new reserve with the RSPB?				x	N	At the time of the consultation RSPB has not approached Highways England in relation to this topic. The Scheme does not impact in any of the RSPB locations. The biodiversity assessment is

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							reported in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1].
Protected road verges	We are concerned about part of the Protected Road Verges on the western side of Brockley Road, Elsworth and the impact construction works and the potential damage/loss of locally uncommon plant species. To reduce the damage to the PRV, please avoid any interruption to the management regimes undertaken by the local highway authority				x	N	The Protected Road Verge in question has been considered as part of the biodiversity assessment and measures will be taken to protect it from any damage. The information provided was much appreciated. The biodiversity assessment is reported in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1].
Verges remain for local wildlife	Verges are important for animal and plant life.				x	N	The new dual carriageway has very little impact on road verges apart from the occasional road that is crossed. There is a Protected Road Verge (S8), on the western side of Brockley Road, Elsworth, which will be safeguarded during the construction of the Scheme. The Scheme will create about 30km of new dual carriageway verge habitat. The biodiversity assessment is reported in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1].

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Consider planting tree fungus	I suggest planting trees with fungus on their roots.	x				N	The specific mix of planting (including determination of species) will be developed at the detailed design stage.
Great crested newt's habitat check	There are 2 new ponds on the land behind Toseland High Street which have Great Crested Newts which may not have been considered by Highways England.	x				N	The two ponds described are not within the Study Area (which is set at 500m from route alignment) and are therefore not considered for Great Crested Newt Survey and will not require assessment from the impacts of the Scheme. This information has, nevertheless been added into our database.
Wildlife trust financial support	I would like to see significant donations to wildlife trust or similar to go some way to protect and reduce impact on wildlife.				x	N	As part of engagement for Legacy, Highways England will be engaging with stakeholders to identify additional biodiversity net gain projects. Highways England has already invested £73,000 of Designated Funds to support development and appraisal of a wider biodiversity programme which will include opportunities beyond the Order Limits and scope, and opportunities that can be pursued in partnership with others. The biodiversity assessment is reported in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1].
Crossing point methodology	The crossing point methodology for linear features has not been mentioned. This needs to be taken into	x				N	Comment noted. Since the publication of the PEI Report further work has been undertaken to establish crossing

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	consideration for bat survey transect design.						points across the Scheme. A combination of underpasses and fencing and associated landscaping has been included within the Scheme to encourage larger mammals such as badger and muntjac deer to cross the new dual carriageway at specific points – reducing collisions. These measures are illustrated on the.
Survey access not available	Please note that the applicant will need to specify where access has not been possible for survey work, where a letter of no impediment is required.	x				N	Extensive surveys have been undertaken to assess potential impacts on species and habitats including bats, badgers, great crested newts, otters, water vole, birds, reptiles, invertebrates and aquatic species. Full details of the assessment methodologies followed for each of the surveys undertaken are reported in Appendices 8.3 to 8.20 of the Environmental Statement [TR010044/APP/6.3], which also detail within their respective 'survey limitations' sections where survey access has not been possible (for example where landowner agreement could not be reached).
Ecology surveys must remain up to date	Ecological survey information must remain valid to within two years of submission to provide an accurate baseline assessment of the site.	x				N	Comment noted. Phase 1 and Phase 2 surveys have been undertaken to establish the types of habitats and species that will be affected by construction and operation of the Scheme, as part of the Biodiversity assessment reported in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1].

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							These ecological surveys have been undertaken within the appropriate seasonal windows, and include data gathered in the years 2019 and 2020.
Scheme supports green infrastructure strategy	The A428 project provides excellent opportunities to deliver objectives of Cambridgeshire Green Infrastructure Strategy and the Cambridgeshire and Peterborough Habitat Opportunity Map.	x				N	The design of the Scheme incorporates a comprehensive landscaping and ecological mitigation strategy which has been developed to integrate and visually screen the engineering components into the receiving landscape pattern, and to replace habitats and vegetation lost. Details of the measures incorporated into the Scheme and how these link into the existing framework of vegetation and habitats in the local area are provided in Chapter 2, The Scheme of the Environmental Statement [TR010044/APP/6.1], and are illustrated on the Environmental Masterplan on Figure 2.4 of the Environmental Statement [TR010044/APP/6.2].
Non statutory sites should be in the ecology assessment	Non-statutory designated sites, including County Wildlife Sites and Protected Road Verges, should be included within the Ecology assessment.	x				N	Comment noted. Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1] reports the findings of the Biodiversity assessment, which has assessed the effects of the Scheme on non-statutory designated sites.
Limited scope of ecology surveys	The impact assessment for habitats appears to be based on two days of field surveys in	x				N	Since the PEI Report was published further survey work has been undertaken to inform the assessment of the likely effect of the Scheme on

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	2016 and three days in 2018 for an 18.9 km route which is not sufficient to inform a robust Impact assessment. Detailed baseline Phase 1/Habitat Classification surveys followed by National Vegetation Classification/Phase 2 botanical surveys for any potential Habitats of Principal Importance (HPI) should be completed. The quality of these habitats should also be assessed against County Wildlife Site designation criteria.						biodiversity. Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1] reports the findings of the Biodiversity assessment, which has been undertaken using survey data gathered in the years 2019 and 2020 and considers the effects of the Scheme on habitats and species of differing importance.
Insufficient number of surveys completed for the great crested newt	The number of ponds and watercourses within 500m is inconsistent. Habitat Suitability Index assessments for Great Crested Newts were completed for 51 sites but the number of ponds and watercourses within 500m varies from 70-84.	x				N	Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1] reports the approach to, and findings of, the assessment on Great Crested Newts, with further detail in Appendix 8.14 of the Environmental Statement [TR010044/APP/6.3]. This details that 73 waterbodies were identified within 500m of the Scheme. While 14 of these could not be surveyed, the remaining 59 waterbodies were subject to a Habitat Suitability Index (HSI) assessment. Between 2018 and 2019, water samples from 28 of the 59 ponds were analysed for eDNA. Based on the results of these

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							assessments, 36 of these ponds were subject to standard survey techniques.
Surveys to assess hedgerows under 1997 regulation	Surveys to inform whether hedgerows meet the criteria for an Important Hedgerow under the Hedgerow Regulations 1997 are needed.	x				N	Since the PEI Report was published further survey work has been undertaken to inform the assessment of the likely effect of the Scheme on biodiversity This assessment has identified and assessed the effect of the Scheme on Important Hedgerows (where existing hedgerows have been determined to meet the relevant criteria). Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1] reports the findings of the Biodiversity assessment.
Preservation of unimproved grasslands	Unimproved grassland is a Habitat of Principal Importance (HPI) and is rare within the Cambridgeshire District. This needs to be considered.	x				N	Comment noted, this has been considered as part of the biodiversity assessment Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1].
Correction to table 8-2	'Invasive 'habitats' in Table 8-2 of the PEI Report should read 'non-native invasive species.	x				N	Comment noted.
Ecology impact assessment to be completed within guidance	The ecological impact assessment needs to be completed in accordance with 'Guidelines for Ecological Impact Assessment in the UK	x				N	The assessment takes the Guidelines for Ecological Impact Assessment in the UK and Ireland into account, as detailed in paragraph 8.3.12 of Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1]

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	and Ireland'.						
Evidence of why some sites are considered too distant for any ecological impact	Some designated sites are considered to be too distant and/or not ecologically connected for the Scheme to have any adverse impacts. Our advice is that evidence should be provided in the ES to demonstrate this.	x				N	Consideration has been given in the assessment to the specific sites noted. The detailed findings of the Biodiversity assessment are reported in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1], and this identifies where effects are likely on designated sites.
Evidence demonstrated that impact on habitats will be mitigated.	The PEI Report indicates that operational impacts to habitats and species are considered not significant and/or can be mitigated through scheme design - evidence of this should be presented in the ES.					N	The detailed findings of the Biodiversity assessment are reported in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1], which covers the matters raised in relation to impact characterisation.
Demonstrate no adverse impacts on water dependent sites	Our advice is that the HRA screening should demonstrate no adverse impact to water dependent sites such as Portholme SAC and the Ouse Washes SAC, SPA and Ramsar site.	x				N	A Stage 1 Habitats Regulations Assessment: No Significant Effects Screening Report [TR010044/APP/6.7] has been prepared. This has considered the potential for likely significant effects on Portholme SAC and the Ouse Washes SAC, SPA and Ramsar site and contains appropriate evidence to confirm no requirement to progress the Scheme to the Appropriate Assessment stage of the process.

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							The exercise has given due regard to the court judgement when screening for likely significant effects.
Unnecessary creation of new habitat	The new area of habitat creation detailed on sheet 10 to the north of the new dual carriageway seems excessive and unnecessary considering the extent of the landscaping already being established around the new overpass.			x		Y	The area of planting referred to has been removed as a result of an overall review of landscaping.
Advice from Natural England	Natural England encourages Highways England to take advantage of the Discretionary Advice Service (DAS) which is offered to provide non-statutory advice related to development proposals and the Pre-submission Screening Service (PSS) for advice on proposals that will require a protected species mitigation licence.	x				N	Highways England has taken advantage of Natural England's advice services when undertaking and reporting the Environmental Impact Assessment and the Habitats Regulations Assessment processes.

5.8 Theme: Landscape and Visuals

5.8.1 **Table 5-6** summarises the matters raised in relation to the potential landscape and visual impacts of the Scheme.

Table 5-6: Summary of consultee comments on the potential landscape and visual impacts of the Scheme and Highways England's response

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Additional landscaping	Generally, the landscaping appears to be of minimal value; this Scheme should be doing much better.	x			x	N	The design of the Scheme incorporates a comprehensive landscaping and ecological mitigation strategy which has been developed to integrate and visually screen the engineering components into the receiving landscape pattern, and to replace habitats and vegetation lost. Substantial area of native woodland, shrubs, hedgerows and grassland planting are proposed along the Scheme. In line with the Design Manual for Roads and Bridges (DMRB), landscape elements were carefully selected to fulfil environmental functions including local character enhancement, landscape integration, visual screening and biodiversity. Details of the measures incorporated into the Scheme and how these link into the existing framework of vegetation and habitats in the local area are provided in Chapter 2, The Scheme of the Environmental Statement

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							[TR010044/APP/6.1], and are illustrated on the Environmental Masterplan on Figure 2.4 of the Environmental Statement [TR010044/APP/6.2]. Highways England is likely to acquire the majority of the land required for the Scheme through compulsory acquisition. In order to secure those powers, Highways England must demonstrate that the land subject to compulsory acquisition is required for the Scheme or is required to facilitate or is incidental to the Scheme (section 122 of the Planning Act 2008). This means that, whilst land required to mitigate the impact of the Scheme can be secured through compulsory acquisition, such powers do not extend to the acquisition of land for enhancement or gain.
Additional landscaping for screening	We would like to see more screen mitigation to protect the farmhouses to the north and south of the route.		x			N	Highways England has been mindful of striking a balance between reflecting the local character, which is open in this section, and screening sensitive views. Care has been taken to introduce woodland blocks and linear belts of trees and shrubs where appropriate, broken up to avoid emphasising the linearity of the road. Further detail regarding landscape mitigation is reported within Chapter 7,

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							Landscape and visual effects of the Environmental Statement [TR010044/APP/6.1].
Additional landscaping for screening	Additional landscape screening is required to screen the new dual carriageway where long exposed views are possible over an open landscape, particularly from the north.	x				N	Detailed fieldwork has informed the design of the landscape design. The Scheme strikes a balance between screening where required to mitigate significant adverse effects on views, landscape integration which reflects the prevailing character and the visual experience of road users. It is not appropriate to propose planting along all sections of the Scheme to achieve these aims. The First Iteration Environmental Management Plan [TR010044/APP/6.8] includes a Landscape and Ecology Management Plan which outlines how the measures incorporated into the Scheme will be managed by the Principal Contractor within the initial establishment period, prior to handover of the Scheme to Highways England (who will be responsible for the long-term management of the soft estate).
Additional landscaping for screening	We would like to see more screen mitigation to protect the farmhouses to the north		x			N	Highways England has been mindful of striking a balance between reflecting the local character, which is open in this

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	and south of the route.						section, and screening sensitive views. Care has been taken to introduce woodland blocks and linear belts of trees and shrubs where appropriate, broken up to avoid emphasising the linearity of the road. Further detail regarding landscape mitigation is reported in Chapter 7, Landscape and visual effects of the Environmental Statement [TR010044/APP/6.1].
Additional planting	An additional woodland is required to the north west of the bridleway at the Cambridge Road Junction, linking with existing woodland to the north to integrate embankments into the landscape, particularly on approaches from the west.	x				N	Additional woodland planting was proposed to tie in with the existing woodland and integrate embankments of the over bridge into the landscape; however, as the area in question was outside the Order Limits, it was not possible to incorporate into the Scheme. Notwithstanding this, the lack of receptors or properties north of the Scheme allows for a break in planting to open up views and interest for vehicle travellers. The existing clumps of woodland and hedgerows will partially screen views of the road from the bridleway. For much of the bridleway the Scheme will be screened. Proposed native woodland planting on the embankments of Cambridge Road junction will screen and break the scale of

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							the new junction, which will be in cutting. Tree planting north of the existing A428 has recently been implemented as part of the Wintringham development. The proposed linear belt of trees and shrubs south of the existing A428 will enhance screening and allow to a large area to revert to agricultural use. Over 2.5 ha of trees and shrubs are proposed in proximity to the Cambridge Road junction to screen and help integrate it into the local landscape.
Additional planting	I'm pleased to see that the road has moved further north. I can see that the new dual carriageway will dip as it crosses Toseland Road, which may reduce noise; however, adding a greater area of trees between the new dual carriageway and the existing A428 would help further and be a benefit to wildlife.				x	N	The road was realigned from the original Orange route to make use of the natural dip in the ground. The design of the Scheme incorporates a comprehensive landscaping and ecological mitigation strategy which has been developed to integrate and visually screen the engineering components into the receiving landscape pattern, and to replace habitats and vegetation lost. All land required for the Scheme has to be justified – Highways England cannot compulsorily acquire land for enhancement.
Additional planting of	The native hedgerow proposed north of the new	x				Y	The proposed native hedgerow north of the proposed dual carriageway has been

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native hedgerows	dual carriageway should be intermittent to allow views across the water bodies and of the full width of the landscape corridor.						replaced by scattered individual trees, therefore allowing for intermittent views across the water bodies and of the full width of the landscape corridor.
Additional planting of native hedgerows	The native hedge proposed south of the new dual carriageway should be augmented with tree planting and linier woodland features, as this area will be exposed in an open landscape.	x				N	The native hedge south of the was proposed to reflect the pattern of vegetation lost during construction. It responds to the open character of the plateau landscape and ties in with the existing field boundary vegetation.
Consideration for semi mature planting in new landscaping areas	Where new landscaping is necessary consideration should be given to the use of semi mature planting where possible to avoid the decade of short shrubs that otherwise will be the result.				x	N	Details of the mitigation measures incorporated into the Scheme are provided in Chapter 2, The Scheme of the Environmental Statement [TR010044/APP/6.1] and are illustrated on the Environmental Masterplan on Figure 2.4 of the Environmental Statement [TR010044/APP/6.2] . The mix of species will be developed at the detailed design stage.
Consideration/consistency of additional planting with local character	Proposed planting (including grassland) should consist of native species of	x			x	N	The design of the mitigation within the Scheme takes these points into account. The assessment of biodiversity net gain is

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	local provenance that are appropriate to the local landscape character. For grassland areas, ongoing maintenance of grassland habitats may be required to maintain ecological interest.						used as an overall measure of the success and appropriateness of the mitigation and enhancement. For the proposed areas of woodland and grassland we can confirm that these recommendations are included within Chapter 7 Landscape and visual effects of the Environmental Statement [TR010044/APP/6.1].
Green walls	We strongly emphasise the need for enhanced surfacing of the bridges and walls.		x			N	The landscape design has sought to include features to integrate the Scheme into the surrounding landscape. Green surfacing has safety and maintenance implications and is not included in the Scheme. The impact of the Scheme on the landscape and visual receptors has been assessed and is reported in Chapter 7, Landscape and visual effects of the Environmental Statement [TR010044/APP/6.1].
Woodland planting	Care must be taken with the introduction of woodland buffers in this open landscape.		x		x	N	Woodland planting along the River Great Ouse is proposed to connect to and enhance existing vegetation and screen sensitive views. Landscape proposals in proximity to the River Great Ouse include native woodland and woodland edge to implement diversified structure and species, which will aid creation of new

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							habitats. Extensive area of species rich grassland east of Barford Road will provide seasonal interest and valuable habitats which increase local biodiversity. Highways England has been mindful of striking a balance between reflecting the local character, which is open in this section, and screening sensitive views. Care has been taken to introduce woodland blocks and linear belts of trees and shrubs where appropriate, broken up to avoid emphasising the linearity of the Scheme. Further detail regarding landscape mitigation is reported in Chapter 7, Landscape and visual effects of the Environmental Statement [TR010044/APP/6.1].
Preserve open landscape	Open landscapes around the water bodies west of Toseland Road Bridge are required so that they can be seen.	x				N	The balancing pond west of Toseland Road will be located in an open grassland setting and will be visible to the users of the road as the road will be on embankment crossing Gallows Brook. Woodland planting south of the balancing pond will enhance landscape integration and connectivity.
Landscape and visual impact	We advise that consideration should be given, through the	x				N	The design of the Scheme has been developed to maximise the opportunities for landscape integration and

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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	assessment, to the landscape character and amenity value of the Ouse Valley and West Cambridgeshire Hundreds.						enhancement, as well as to mitigate its effects on the landscape and visual environment. The landscape strategy has been designed to be reflective of the character of the surrounding landscape. Two key Landscape Character Areas (LCAs) apply to the Scheme area: Western Claylands and Ouse Valley. These LCAs have been used to inform landscape character assessments at the district level, the extents of which are illustrated on Figure 7.9 of the Environmental Statement [TR010044/APP/6.2].
Landscape and visual impact	The landscape assessment approach appears broadly in line with best practice Guidelines for Landscape and Visual Impact Assessment, produced by the Landscape Institute and the Institute of Environmental Assessment and Management in 2013 (3rd edition).	x				N	Comment noted.
Impact on local landscape	(The Scheme) will be a				x	N	The landscape design has sought to

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	horrendous blot on the landscape.						include features to integrate the Scheme into the surrounding landscape. The impact of the Scheme on the landscape and visual receptors has been assessed and is reported in Chapter 7, Landscape and visual effects the Environmental Statement [TR010044/APP/6.1].
Impact on local landscape	Concerns over the impact of the Scheme on the surrounding undeveloped countryside and rural communities.				x	N	The impact of the Scheme upon the surrounding undeveloped countryside and rural communities, including on landscape and visual receptors, biodiversity, agricultural land and the surrounding population has been assessed and reported within Chapter 7, Landscape and visual effects, Chapter 8, Biodiversity and Chapter 9, Geology and soils of the Environmental Statement [TR010044/APP/6.1].
Geology and landscaping	Limestone facades could potentially reflect the local Roxton geology. Low fertility sands and limestone soils should be used to create low maintenance but floristic grasslands; a standard roadside mix would not be acceptable.		x			N	Outline details of the types of grass mixes proposed as part of the Scheme are presented in the First Iteration Environmental Management Plan [TR010044/APP/6.8]. These species mixes will be developed at the detailed design stage by the Principal Contractor (with input from relevant stakeholders where appropriate), and will reflect factors such as future maintenance

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							requirements and local geology. Limestone facings on the structures would put an unnecessary maintenance and cost burden on the Scheme that would not be deemed acceptable.
Visual documentation change to Roxton	Please provide copies of the photomontages relevant to Roxton of the Scheme at the year of opening and fifteen years post opening?	x				N	Winter and summer photographs of the existing baseline view are included within this application for each representative viewpoint, as agreed with the relevant local planning authorities. Verifiable photomontages (Landscape Institute Type 4) are presented for 18 of the viewpoints (winter and summer), and annotated photographs (Landscape Institute Type 1) are presented for the remaining 35 viewpoints. These are shown on Figure 7.15.1 – Figure 7.15.53 of the Environmental Statement [TR010044/APP/6.2].

5.9 Theme: Noise and Vibration

5.9.1 **Table 5-7** summarises the matters raised in relation to the potential noise and vibration impacts of the Scheme.

Table 5-7: Summary of consultee comments on the potential noise and vibration impacts of the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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Noise impacts subsequent to the height of the new dual carriageway.	I'm concerned about the height of the dual carriageway scheme-wide and its impact on local villages and the subsequent noise effects				x	N	Lowering the vertical alignment of the new dual carriageway would be complex, would bring the road below the water table and would lead to the severance of an existing watercourse and would require a pumped solution with long term maintenance implications. The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] has identified a number of mitigation measures required to control and/or minimise noise and vibration at residential and other noise sensitive properties in the Scheme. This includes low noise surfacing materials along the length of the new dual carriageway, in addition to an 800m long, 3m high noise bund alongside the westbound A421 between Roxton Road Bridge and the western extent of the Scheme. The lowering of the A1 below existing ground level will also help to reduce noise levels from traffic along this route.
Noise impact south of the Scheme	The ES should assess the operational noise impact south of the		x			N	As described in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1], the study area for the noise assessment has been set in accordance

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boundary	Scheme boundary.						with the guidance in Design Manual for Roads and Bridges. The study area includes properties at least 600m from the Scheme, properties at least 600m from existing routes bypassed by the Scheme and properties within 50m of routes which are predicted to experience either a 1dB(A) change in short term or 3dB(A) change in the long term due to the Scheme.
Signage indicating temporary where noise levels increase due to construction	We acknowledge that the Applicant has identified noise sensitive receptors (NSRs) that are likely to experience "temporary" significant effects due to construction operations. It would be helpful if phrases such as "temporary", "limited duration" and "short-term" are replaced by actual durations, or if these terms are defined in a consistent manner across the entire Environmental Statement.	x				N	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] has been completed in accordance with the requirements of the Design Manual for Roads and Bridges. Where likely noise impacts during construction have been described in the report, the likely duration of these has been noted where appropriate.
Noise surveys to demonstrate variations from	We recommend that future noise surveys are carried out in such a way	x				N	This comment is noted. Details of all noise monitoring undertaken is reported in Chapter 11, Noise and vibration of the Environmental

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weekdays and weekends	as to provide a reliable depiction of local diurnal noise variations for both weekdays and weekends, in a variety of locations, including the difference between day (07:00-19:00), evening (19:00-23:00) and night-time (23:00-07:00) periods.						Statement [TR010044/APP/6.1].
Additional consideration for the areas with highest noise exposure	There are 7 designated Noise Important Areas in a 1km proximity to the Scheme. These are areas with the highest levels of noise exposure at a national level and will require very careful consideration in terms of opportunities for improvement of health and quality of life through noise management.	x				N	Comment noted. Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the environmental effects of the Scheme relating to Noise and Vibration, including those within Noise Important Areas. Appendix 11.6 (NPSNN 2014 Compliance, Noise Insulation Regulations and Noise Important Areas) of the Environmental Statement [TR010044/APP/6.3] includes details of noise mitigation measures to be delivered by the Scheme in these Noise Important Areas. Cumulative effects are reported in Chapter 15, Assessment of cumulative effects of the Environmental Statement [TR010044/APP/6.1]. Human health effects are considered in Chapter 12 Population and human health of the Environmental Statement [TR010044/APP/6.1].

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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Assessments on health based on quality of life	We recommend that assessments of significance are based on impacts on health and quality of life, and not around noise exposure per se.	x				N	Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the environmental effects of the Scheme relating to Noise and Vibration. The assessment has been undertaken in accordance with the requirements of the Design Manual for Roads and Bridges which includes a number of factors to be considered in determining significant effects from noise. Cumulative effects are reported in Chapter 15, Assessment of cumulative effects of the Environmental Statement [TR010044/APP/6.1]. Human health effects are considered in Chapter 12 Population and human health of the Environmental Statement [TR010044/APP/6.1].
Improvement of health from environmental improvement s	We expect to see a quantification of the effect on human health as a result of changes in environmental noise due to construction and operational phases of the Scheme. We recommend that the latest evidence published by the WHO and IGCB(N) [1, 2, 3] is taken into consideration when quantifying the	x				N	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] has been completed in accordance with the requirements of the Design Manual for Roads and Bridges. Human health effects are considered in Chapter 12, Population and human health of the Environmental Statement [TR010044/APP/6.1]. Quantification of health effects has not been completed as part of the Environmental Statement, though it is noted that the Transport Analysis Appraisal completed for the business case does include monetisation of noise health

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	effects arising from operational road traffic noise exposure.						effects.
Consideration given to quiet areas	We expect proposals to take into consideration the evidence which suggests that quiet areas can have both a direct beneficial health effect and can also help restore or compensate for the adverse health effects of noise in the residential environment.	x				N	Comment noted and has been taken into consideration when undertaking the Population and Health assessment within Chapter 12, Population and human health of the Environmental Statement [TR010044/APP/6.1]. The consideration of potentially noise sensitive receptors includes consideration of public open spaces, as required by NPSNN, has been undertaken and are further details of these are set out in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1].
Communication of noise impacts	We encourage the applicant to use best practice techniques to communicate changes in the acoustic environment as a result of the Scheme to local communities.	x				N	Comment noted. The approach to noise and vibration monitoring during the construction phase will be agreed between the Principal Contractor and relevant local authority Environmental Health Officers. The First Iteration Environmental Management Plan [TR010044/APP/6.8] also describes how local residents will be notified about ongoing works – the main works contractor shall take reasonable steps to engage with local residents and business owners. A Community Liaison Officer, dedicated phone line and website will be available throughout construction to act as a

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							point of contact for businesses and residents. Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the environmental effects of the Scheme relating to Noise and Vibration and has identified a number of mitigation measures required to control and/or minimise noise and vibration at residential and other noise sensitive properties affected by the Scheme.
Communication of noise impacts at the Black Cat	Insufficient information on noise mitigation measures to be undertaken at Black Cat.				x	N	The environmental assessment has developed further since the publication of the PEI Report. The assessment of likely noise effects arising from the Scheme is reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] has identified a number of mitigation measures required to control and/or minimise noise and vibration at residential and other noise sensitive properties in the vicinity of Black Cat junction. This includes low noise surfacing materials along the length of the new dual carriageway, in addition to an 800m long, 3m high noise bund alongside the westbound A421 between Roxton Road Bridge and the western extent of the Scheme. The lowering of the A1 below existing ground level will also help to reduce noise levels from traffic along this route.
Noise surveys	The methods used to				x	N	The understanding of baseline conditions has

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Black Cat junction	monitor current noise at Black Cat junction were too far away from the source to provide an accurate reflection of current decibel levels.						been supported by a baseline noise monitoring survey undertaken in 2017. The monitoring locations were chosen to focus on some of the closest receptors to the Scheme and routes crossed by the Scheme. Further noise monitoring has been planned but is yet to be undertaken due to the Covid-19 pandemic. The monitoring methodology complies with the guidance in <i>BS 7445:2003 Description and measurement of environmental noise: Guide to qualities and procedures (Ref 11-19)</i> . Further details of the baseline survey are provided in Appendix 11.2 of the Environmental Statement [TR010044/APP/6.3].
Noise emitted from the Black Cat junction.	I'm concerned about noise omitted from the proposed Black Cat junction				x	N	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] has identified a number of mitigation measures required to control and/or minimise noise and vibration at residential and other noise sensitive properties in the vicinity of Black Cat junction. This includes low noise surfacing materials along the length of the new dual carriageway, in addition to an 800m long, 3m high noise bund alongside the westbound A421 between Roxton Road Bridge and the western extent of the Scheme. The lowering of the A1 below existing ground level will also help to reduce noise levels from traffic along this route.

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Noise impacts along the A1 at Chawston	I am concerned about the noise increase at Chawston. Noise screens fitted along the northwest of the junction on the A1 would solve the problem.				x	N	Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the likely Noise and Vibration effects of the Scheme on receptors in Chawston. The lowering of the A1 below existing ground level at the Black Cat junction will help to reduce noise levels from traffic for receptors in Chawston. Traffic flows on the A1 between Black Cat and Wyboston will reduce as traffic migrates to the new dual carriageway, resulting in a reduction in noise. A noise barrier has been considered to further reduce traffic noise levels at properties along the A1. However, this has not been proposed due to engineering and other environmental constraints.
Noise concerns from A421 near Roxton	We have concerns about noise from the A421 as it rises when it passes near Roxton. We were assured at the consultation that this section could use a low noise surface and have suitable bunding, but we do not remember there being any woodland proposed at that section. We also spoke about the lack of noise reduction on the existing stretch of the				x	Y	Since the statutory consultation and publication of the PEI Report, the noise mitigation in this area has been further developed. The initial proposals for the design of noise bunding on the A421, as the Scheme passes receptors in Roxton, were included for comment as part of the supplementary consultation in June 2020. Taking into account the analysis of the consultation responses and subsequent development of the Scheme design and noise models, this noise bunding has been included within the Scheme design. Low noise surfacing is proposed along the length of the Scheme

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	A421 passing Roxton at ground level where no noise reduction was provided when it was built a few years ago.						More information can be found within Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] which describes the assessment on noise and vibration.
Noise effects - Roxton Link Road	Concerned about noise generated on the Roxton Link Road.				x	N	The predicted traffic flows on Roxton Link Road are not expected to generate a significant noise effect. Refer to Chapter 11 Noise and Vibration of the Environmental Statement [TR010044/APP/6.1].
Noise effects- Roxton	Our main concern being residents of Roxton is the noise impact from all the traffic. I would hope all road surfaces will be of the quiet impact.	x			x	N	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] has identified a number of mitigation measures required to control noise and vibration at residential and other noise sensitive properties along the length of the Scheme, including Roxton. This includes low noise surfacing materials along the length of the Scheme, in addition to an 800m long, 3m high noise bund alongside the westbound A421 between Roxton Road Bridge and the western extent of the Scheme.
Post opening monitoring period of noise impacts in Roxton	Ensure the mitigation strategies achieve the objective of mitigating noise pollution in Roxton. To do this, bi-annual measurements (summer & winter) should be taken	x				N	The approach to noise and vibration monitoring during the construction phase will be agreed between the Principal Contractor and relevant local authority Environmental Health Officer. Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes further details on future monitoring

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	for 6 to 15 years post opening.						during construction. However, no noise monitoring is proposed once the Scheme is opened.
Noise important areas around Roxton	The important noise area indicated on figure 11.1 of the PEI Report should be extended to include the eastern side of the village and not just the area of land around the junction of the C44 and Park Road, Roxton.				x	N	The extension of Noise Important Areas is outside of the scope of this Scheme. Noise Important Areas are determined through the Environmental Noise Regulations noise mapping and action planning processes.
Noise from BP garage exit	We are concerned about noise from the proposed BP garage exit onto the southbound A1 opposite Nagshead Lane.				x	N	Traffic noise levels at properties along the A1 in the vicinity of Nagshead Lane are predicted to decrease once the Scheme is opened. The new exit will be safer than the existing, reducing the need for vehicles to accelerate hard in order to leave the garage.
Noise surveys A1	We are surprised/disappointed that noise monitoring was not carried out at residences along the A1.				x	N	Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes the results of noise monitoring which has been undertaken to inform the assessment, including monitoring along the A1 near the Black Cat junction. As the Scheme is predicted to result in a reduction in traffic along this section of the A1, traffic noise levels at properties along this section are also likely to reduce.

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Improved noise mitigation Nagshead Lane	Nagshead Lane properties need the highest standards of noise mitigation.				x	N	Significant adverse construction noise effects are identified at the closest receptors to the construction works in the vicinity of the following receptors/locations: - A1 between 9 and 25 Great North Road; The Lane, Nagshead Lane and Chawston Lane in proximity to the new Link between Roxton Road and The Lane. The First Iteration Environmental Management Plan [TR010044/APP/6.8] includes a range of good practice measures associated with mitigating potential environmental impacts. The measures detailed within the Environmental Management Plan would be developed into a Second Iteration Environmental Management Plan by the selected construction contractor which would be implemented for the duration of the Scheme construction phase. The Second Iteration Environmental Management Plan would include a range of industry standard best practice construction phase noise mitigation measures required during all works undertaken where there is a potential for adverse effects on sensitive receptors (e.g. residential properties, schools etc.). The Second Iteration Environmental Management Plan would include relevant noise criteria, proposed surveys and a range of range of Best Practicable Means (BPM) associated

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							with mitigating potential noise and vibration impacts. Once the Scheme is operational the noise assessment predicts there are generally lower levels in this location.
Noise pollution generated from Caxton Gibbet junction	Concerned about the noise pollution generated at Caxton Gibbet and the associated impacts on Papworth Everard. Please consider the A428 running under the current A1198, to reduce the noise impacts. The A428 should run under the A1198				x	N	Lowering the vertical alignment of the new dual carriageway (beneath the A1198) would be complex, would bring the road below the water table and would lead to the severance of an existing watercourse and would require a pumped solution with long term maintenance implications. Due to its distance from the Scheme noise impacts on Papworth Everard have not been identified.
Noise and pollution generated by the Caxton Gibbet flyover	I am concerned about the noise pollution generated by the raised flyover at Caxton Gibbet and the associated impacts on surrounding villages.				x	N	Lowering the vertical alignment of the new dual carriageway (beneath the A1198) would be complex: it would bring the road below the water table and would lead to the severance of an existing watercourse which would require a pumped solution with long term maintenance implications. The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the noise impacts likely to occur due to the Scheme. This has shown that the effects are reasonably localised around

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							the junction itself. The provision of low noise surfacing materials on the new dual carriageway will mitigate noise effects.
Noise pollution Eltisley/ Low noise surface at Eltisley village	Concerns about noise pollution in Eltisley. Please consider more noise mitigation measures/ planting to reduce noise in Eltisley/ Please put "quiet" tarmac on this road to reduce noise pollution				x	N	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the noise impacts likely to occur in Eltisley due to the Scheme. Details of noise monitoring undertaken along the length of the Scheme are also provided in the chapter. The noise assessment predicts noise increases due to the Scheme at properties to the east of Eltisley. However due to their distance from the Scheme noise barriers would not provide any benefit in terms of noise reduction at these properties. Similarly, to provide any appreciable benefit in terms of noise reduction, a deep width of dense and consistent vegetation would be required and again this is not included within the Scheme. Low noise surfacing along the length of the Scheme is provided as mitigation.
Air quality and noise impacts at Eltisley	Aligning the new dual carriageway further along the B1040 and moving the southern roundabout at Eltisley further west to the B1040 would reduce noise pollution impacting on Eltisley.				x	N	The southern roundabout of the Eltisley Link has been sited to suit the location of the B1040 St Ives Road and to provide a suitable location for the bridge to cross the new dual carriageway, where the new dual carriageway is in cutting. If the bridge were moved to the west, where the new dual carriageway is at existing ground level or on embankment, the bridge would have a

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							greater visual impact. The sign designs will be prepared during detailed design and the request to include "Village Only" type signs will be considered. The properties to the north and west of Eltisley are predicted to experience a reduction in noise due to the new dual carriageway moving traffic away from this part of the village. However, properties to the east of Eltisley are predicted to experience an increase in traffic noise due to the new dual carriageway moving traffic slightly closer to these properties. However due to their distance from the Scheme noise barriers would not provide any benefit in terms of noise reduction at these properties. Similarly, to provide any appreciable benefit in terms of noise reduction, a deep width of dense and consistent vegetation would be required and again this is not included within the Scheme. Please refer to the noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1]
Noise mitigation at Eltisley Junction	Please increase the noise reduction measures through tree coverage and other reduction measures at Eltisley Junction and Toseland Road Bridge.				x	N	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] has identified a number of mitigation measures required to control noise and vibration at residential and other noise sensitive properties along the length of the Scheme, including Eltisley. This includes very low noise surfacing materials on the length

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							of the new dual carriageway as it passes Eltisley. The properties to the north and west of Eltisley are predicted to experience a reduction in noise due to the new dual carriageway moving traffic away from this part of the village. However, properties to the east of Eltisley are predicted to experience an increase in traffic noise due to the new dual carriageway moving traffic slightly closer to these properties. However due to their distance from the Scheme noise barriers would not provide any benefit in terms of noise reduction at these properties. Similarly, to provide any appreciable benefit in terms of noise reduction, a deep width of dense and consistent vegetation would be required and again this is not included within the Scheme.
Noise surveys Eltisley	Please provide the results for noise surveys undertaken at Eltisley.				x	N	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes the results of all noise monitoring undertaken at locations along the Scheme length, including Eltisley.
Noise deflation fencing at Eltisley	Noise ablation/deflection fencing should be used to protect the village of Eltisley.				x	N	The noise assessment reported Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] has identified a number of mitigation measures required to control noise and vibration at residential and other noise sensitive properties along the

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							Scheme, including Eltisley. This includes low noise surfacing materials on the new dual carriageway. Noise barriers are not proposed along this section. Such measures are unlikely to result in noise reductions at the properties east of Eltisley, due to their distance from the Scheme.
Cambridge junction noise impact on local villages	I'm concerned about noise effects arising from the Cambridge road junction and its impact on local villages/homes.				x	N	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] has identified a number of mitigation measures required to control and/or minimise noise and vibration at residential and other noise sensitive properties along the length of the Scheme, including those in the vicinity of Cambridge Road junction. Such measures include providing low noise surfacing materials on the new dual carriageway.
Noise impact on Cambourne	Concerned about the noise impact on Cambourne.				x	N	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the noise impacts likely to occur at properties to the west of Camborne due to the Scheme. The assessment has also identified mitigation required to control and/or minimise noise at residential and other noise sensitive properties along the route, which includes the provision of low noise surfacing materials on the new dual carriageway.

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		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Noise impacts Yelling	I am concerned about noise impacts in Yelling.				x	N	Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the environmental effects of the Scheme relating to Noise and Vibration. The assessment has also identified mitigation required to control and/or minimise noise at residential and other noise sensitive properties along the route, which includes low noise surfacing materials along the length of the new dual carriageway. Noticeable noise changes in Yelling are not expected to occur due the Scheme being in excess of 2km from the village.
Increased noise pollution in Yelling	Concerned that where the new dual carriageway comes closest to Yelling there is a raised section which will increase noise from the road unless there are noise mitigation measures, none of which were detailed.				x	N	Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the environmental effects of the Scheme relating to Noise and Vibration. The assessment has also identified mitigation required to control and/or minimise noise at residential and other noise sensitive properties along the route, which includes low noise surfacing materials along the length of the new dual carriageway. Noticeable noise changes in Yelling are not expected to occur. This is due the Scheme being in excess of 2km from the village.
Consider inclusion of bunds to	As comments for 2b - Map book 3 Sheet 10 - To the western end of this				x	N	Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the

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mitigate noise towards Yelling	section the road is shown elevated above existing ground level on an embankment, to account for the realignment of a number of ditches/culverts (Pillar Plantation. Bridleway 74/6) running roughly south to north. Noise attenuation measures do not appear to have been incorporated in this section, my concern being that the elevated position and the shallow valley running towards Yelling may provide a preferential channel for noise from the road. Can consideration be given to whether a small 2 to 3m bund between the carriageway and the downslope would improve potential noise and visual impact from this section on properties to the eastern end of Yelling?						environmental effects of the Scheme relating to Noise and Vibration. The assessment has also identified mitigation required to control and/or minimise noise at residential and other noise sensitive properties along the route, which includes low noise surfacing materials along the length of the new dual carriageway. Noticeable noise changes in Yelling are not expected to occur. This is due to the Scheme being in excess of 2km from the village. Views of residents in the village of Yelling would largely be screened by intervening landform and vegetation, but some receptors may experience glimpsed views where existing vegetation is sparse. Planting on embankments will heavily filter views from more distant points closer to Yelling. As a consequence, no further mitigation is needed. More information can be found within Chapter 7, Landscape and visual effects of the Environmental Statement [TR010044/APP/6.1] which describes the assessment on Landscape and Visual Effects
Noise disruption St	Will the subsequent noise levels cause disruption in				x	N	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental

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Neots and Wintringham	the St Neots and Wintringham area?						Statement [TR010044/APP/6.1] includes detailed assessments of the noise impacts likely to occur due to the Scheme. The assessment has also identified mitigation required to control and/or minimise noise at residential and other noise sensitive properties along the route, which includes low noise surfacing materials along the length of the new dual carriageway. The removal of traffic from the existing A428 is expected to reduce road traffic noise levels on the front of properties in Wintringham, although increases in road traffic noise are likely to occur on the rear facade of properties. Road traffic noise levels are generally predicted to reduce at properties situated along the existing A428 in St Neots due to the decrease in traffic on this route due to the Scheme.
Noise disruption St Neots and Abbotsley	The impact of Traffic Noise must be carefully considered for St. Neots and Abbotsley.				x	N	Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the environmental effects of the Scheme relating to Noise and Vibration. The assessment has also identified mitigation required to control and/or minimise noise at residential and other noise sensitive properties along the route, which includes low noise surfacing materials along the length of the new dual carriageway. Noticeable noise changes in Abbotsley are not expected to occur due to the village being distanced from the Scheme.

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Proposed sound proofing for Croxton	What are the sound proofing plans proposed for Croxton? Please ensure sound proofing measures for Croxton.				x	N	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the noise impacts likely to occur at properties in Croxton due to the Scheme. The assessment has also identified mitigation required to control and/or minimise noise at residential and other noise sensitive properties along the route, which includes low noise surfacing materials along the length of the new dual carriageway.
Noise effects at Potton Road	There is no mention in the consultation on the noise impacts at Potton Road, please provide more information re when surveys will/have been carried out and the results/ what the noise reduction measures will be.				x	N	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes the results of all noise monitoring undertaken at locations along the Scheme length, including Potton Road. The noise assessment has also identified a number of mitigation measures required to control noise and vibration at residential and other noise sensitive properties along the length of the Scheme. This includes low noise surfacing materials along the length of the new dual carriageway, in addition to a 3m bund in the vicinity of Potton Road.
Noise effects at Potton Road	Concerned about the noise impacts at Potton Road. There should be tree planting between Potton Road and Parkers			x	x	N	Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the environmental effects of the Scheme relating to noise and vibration.

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	Farmhouse as previously discussed / consider sinking road into the topography.						The assessment has identified a number of mitigation measures required to minimise noise and vibration in Potton. Mitigation proposed at Potton Road, comprising of noise bunds, is set out in Figure 2.4 (Environmental Masterplan) of the Environmental Statement [TR010044/APP/6.2]. To provide any appreciable benefit in terms of noise reduction, a deep width of dense and consistent vegetation would be required to reduce noise levels. Noise bunds will be landscaped to ensure that they are well integrated into the surrounding landscape. Noise impacts during construction will be managed through the First Iteration Environmental Management Plan [TR010044/APP/6.8].
Request for DB figures	We request the baseline dB figures that the proposed scheme will be measured against.	x				N	The noise assessment reported Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] details the results of the noise monitoring which has been undertaken to understand the existing noise climate in the vicinity of the Scheme.
Noise receptor locations	A map of the noise sensitive receptors with the existing ambient sound level, the predicted	x				N	Figures 11.1 to 11.5 of the Environmental Statement [TR010044/APP/6.2] contain maps identifying the location of noise sensitive receptors along the length of the Scheme,

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	sound level without and the predicted sound level with noise abatement is required.						together with contours illustrating the predicted changes in traffic noise levels likely to occur during scheme operation (accounting for the effectiveness of Mitigation Strategies measures).
Noise impact south of the Scheme boundary	The ES should assess the operational noise impact south of the Scheme boundary.		x			N	As described in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1], the study area for the noise assessment has been set in accordance with the guidance in Design Manual for Roads and Bridges. The study area includes properties within 600m of the Scheme, properties within 600m of existing routes bypassed by the Scheme and properties within 50m of routes which are predicted to experience either a 1dB(A) change in short term or 3dB(A) change in the long term due to the Scheme.
Noise mitigation	Thatch Cottage is in receipt of noise measuring up to 98db - we hope Highways England consider this when looking at noise mitigation design.			x		N	Comment noted. The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes the noise impacts likely to occur in the vicinity of Thatch Cottage due to the construction and operation of the Scheme. This assessment includes the results of noise monitoring which has been undertaken to understand the existing noise climate in the vicinity of the Scheme, including monitoring along the A1. As the Scheme is predicted to result in a reduction in traffic along this section of the A1, traffic noise levels at properties along

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							this section are also likely to reduce.
Noise mitigation	How will noise affecting my home [REDACTED] be mitigated?			x		N	Comment noted. The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes the noise impacts likely to occur in the vicinity of this property due to the construction and operation of the Scheme Noise bunds will be constructed along the sides of the new dual carriageway in the section close to Potton Road, which will reduce the visual and noise impact of the Scheme.
Noise mitigation	The PEI Report needs to consider more noise/vibration mitigation strategies.				x	N	The PEI Report presented available information relating to noise and vibration at the time of its publication. Since publication, the noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] has identified a number of mitigation measures required to control noise and vibration at residential and other noise sensitive properties along the length of the Scheme. This includes low noise surfacing materials on the new dual carriageway, in addition to an 800m long, 3m high noise bund alongside the westbound A421 between Roxton Road Bridge and the western extent of the Scheme and a 3m bund in the vicinity of Potton Road to the south east of St Neots.
Noise	We expect decisions	x				N	Chapter 11, Noise and vibration of the

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mitigation	about noise mitigation measures to be underpinned by good quality evidence, specifically, whether mitigation measures are proven to reduce adverse impacts on health and quality of life.						Environmental Statement [TR010044/APP/6.1] has identified a number of mitigation measures required to control and/or minimise noise and vibration at residential and other noise sensitive properties both during construction and operation. The First Iteration Environmental Management Plan [TR010044/APP/6.8] details the requirements for monitoring significant environmental effects on noise, where the noise assessment has recorded these as persisting post-implementation of the identified mitigation measures. The First Iteration Environmental Management Plan also outlines the measures that the Principal Contractor will be required to develop and implement during construction of the Scheme. These include measures relating to public liaison and local authority engagement, as well as producing a Second Iteration Environmental Management Plan.
Installation of noise mitigation	I suggest the use of embankments / screening / cuttings to mitigate noise impacts.				x	N	The noise assessment reported Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] has identified a number of mitigation measures required to control noise and vibration at residential and other noise sensitive properties along the length of the Scheme. This includes low noise surfacing materials along the length of the proposed scheme, in addition to an 800m long, 3m high noise bund alongside the westbound A421 between Roxton Road Bridge and the western extent of the Scheme and a 3m high

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							noise bund in the vicinity of Potton Road to the south east of St Neots.
Noise mitigation through low noise road surfacing	The Scheme should include low-noise road surfacing.				x	N	The noise assessment reported Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] has identified a number of mitigation measures required to control noise and vibration at residential and other noise sensitive properties along the Scheme. This includes low noise surfacing materials along the length of the new dual carriageway.
Noise mitigation through low noise road surfacing	Clarity is needed on the factors that would determine whether a low noise road surface is actually used.	x				N	The use of low noise surfacing materials along the length of the new dual carriageway is secured in the DCO application.
Screening to mitigate noise impacts	I suggest the use of embankments / screening / cuttings to mitigate noise impacts.				x	N	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] has identified a number of mitigation measures required to control noise and vibration at residential and other noise sensitive properties along the length of the Scheme. This includes low noise surfacing materials along the length of the proposed scheme, in addition to an 800m long, 3m high noise bund alongside the westbound A421 between Roxton Road Bridge and the western extent of the Scheme and a 3m high

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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							noise bund in the vicinity of Potton Road to the south east of St Neots.
Noise mitigation construction phase	Clarity is needed on the proposed approach to noise and vibration monitoring and enforcement before, during and after construction.	x			x	N	A number of mitigation measures will be incorporated into the Scheme to reduce, remediate or compensate for effects during the anticipated construction period. These detailed measures are set out in the First Iteration Environmental Management Plan [TR010044/APP/6.8]. During construction, mitigation measures such as the use of Best Practicable Means (BPM) through the choice of plant and working methods, and the use of site hoarding will ensure construction noise impacts are minimised as far as reasonably practicable. Such mitigation measures are secured through the First Iteration Environmental Management Plan [TR010044/APP/6.8], compliance with which is secured through Requirement 4 on the draft DCO [TR010044/APP/3.1]. A Community Liaison Officer, dedicated phone line and website will be available throughout construction to act as a point of contact for businesses and residents.
Noise mitigation construction phase	We would like to know specific details of measures taken to mitigate the likely increase in noise pollution	x				N	The First Iteration Environmental Management Plan [TR010044/APP/6.8] includes a range of good practice measures associated with mitigating potential

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	during construction.						environmental impacts. The measures detailed within the Environmental Management Plan would be developed into a Second Iteration Environmental Management Plan by the selected construction contractor which would be implemented for the duration of the Scheme construction phase. The Second Iteration Environmental Management Plan would include a range of industry standard best practice construction phase noise mitigation measures required during all works undertaken where there is a potential for adverse effects on sensitive receptors (e.g. residential properties, schools etc.). The Second Iteration Environmental Management Plan would include relevant noise criteria, proposed surveys and a range of range of Best Practicable Means (BPM) associated with mitigating potential noise and vibration impacts. Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes further information on the mitigation measures have been identified to reduce noise impacts in accordance with local and national noise policies, for both the construction and operational phases.
Use of Acoustic fences	Acoustic fences should be installed on A421/A428 and A1.				x	N	Noise mitigation has been included within the Scheme where the assessment has shown it is required.

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							An 800m long, 3m high noise bund alongside the westbound A421 between Roxton Road Bridge and the western extent of the Scheme – this has been chosen to be more in keeping with the local landscape. The reduction in traffic flows between the Black Cat and Wyboston mean that noise fences have not been proposed along this section. Further details can be found in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1].

5.10 Theme: Traffic

5.10.1 **Table 5-8** summarises the matters raised in relation to the potential traffic impacts of the Scheme.

Table 5-8: Summary of consultee comments on the potential traffic impacts of the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Scheme-wide improved journeys	The Scheme should/will alleviate congestion and improve journey times/safety/access/ reduce rat running.	x			x	N	Comment noted.
Scheme will improve journey times	I will support the Scheme if it improves journey times between Eltisley and the A428.				x	N	The Scheme is forecast to remove a significant amount of traffic from the existing A428 past Eltisley reducing congestion and therefore improving journey times. Full details of the traffic impacts are presented in the Traffic Forecasting Report, Appendix C of the Combined Modelling and Appraisal Report [TR010044/APP/7.10].
Benefits local strategic traffic	The Scheme will benefit local and strategic traffic travelling east/west to, from and past St Neots.	x			x	N	Comment noted.
Strategic traffic	Strategic traffic should only use the A428 and be prevented from travelling through local villages across the Scheme and away from				x	N	The Scheme aims to keep strategic traffic on the trunk road network, and the modelling shows that there will be an overall benefit to the

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	Great Barford.						local road network as a result of its implementation. Highways England cannot force drivers to use particular routes.
Prioritise of local traffic	The proposal prioritises long distance traffic over local traffic.				x	N	The Scheme would benefit local traffic as it relieves the existing route and reduces congestion.
Additional consideration for alternative options	There should be further consideration of all alternative options to address congestion.				x	N	Comment noted.
Consideration for the A14 interchange	The Scheme should have consideration for the A428/A14 interchange and access to the north of Cambridge.				x	N	Highways England has completed a capacity assessment of the eastbound approach to the M11 J14 Girton Interchange. This has shown that the single lane section of the A428 is predicted to be operating above its design capacity based on an assessment carried out using 2040 forecast flows. Highways England will therefore adopt a monitor and manage approach to monitor the situation post opening of the Scheme. More information is reported in the Transport Assessment Annex [TR010044/APP/7.3].

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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Scheme impact A14 Northern bypass	The Authorities wish to understand how the Scheme will impact on SRN and MRN routes beyond the immediate vicinity of the Scheme, many of which are already operating at or over their nominal capacity and suffer from significant levels of congestion. In this context, the Authorities wish to understand the Scheme's impacts on: - the A428 between Cambourne and the A1303 - the A14 Cambridge Northern Bypass - the A14 between Cambridge and Newmarket - the A1303 between the A428 and the M11 - the M11 - the new A14(M) between Huntingdon and Cambridge - the new A1307 (old A14) between Huntingdon and		X			N	Traffic modelling has been refined further since the statutory consultation. The latest forecasts are documented in the Transport Forecasting report, within Appendix C of the Combined Modelling and Appraisal report [TR010044/APP/7.10]. The Transport Assessment Annex [TR010044/APP/7.3] includes detailed assessments of the main traffic effects in some locations within and adjacent to the Scheme.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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	Cambridge - the B1042 and A603 between Sandy and Cambridge 10/34 - the A10 between Royston and Cambridge - the A1309 north of the M11 - the A505 between the A1 and the A11 - the A1198 between Huntingdon and Royston and the B1040 between the new A1307 (old A14) and the A1198						
Accuracy of traffic projections	We hope your traffic projections are correct and the number of lanes going from the A421 to the A1 is adequate to prevent a bottleneck/traffic jam during evening periods.				x	N	Capacity assessments of the proposed Black Cat junction indicate that the junction is predicted to operate within capacity within the future years assessed. Details of the operation of the junction are provided in the Transport Assessment [TR010044/APP/7.2].

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Traffic modelling	Scheme modelling using a transport model validated for the detailed assessment of the A428 project will be needed for the DCO submission.	x				N	Comment noted, this work has been undertaken.
Traffic modelling	New or transferred assets to the County Council should be capable of safely providing for the demand that is forecast to use it from all user classes / modes of transport.	x				N	Comment noted. Further details regarding traffic forecasts are documented in the Transport Forecasting report, within Appendix C of the Combined Modelling and Appraisal report [TR010044/APP/7.10] . The Transport Assessment Annex [TR010044/APP/7.3] includes detailed assessments of the main traffic effects in some locations within and adjacent to the Scheme area.
Traffic modelling of commuter traffic	Has there been any assessment of the number of commuters making the journey from St Neots via Wyboston junction to join the A1 south and then the A421?				x	N	No assessments of these specific trip movements have been carried out as part of the traffic assessment.
Traffic modelling A1 southbound	Please consider more disincentives in place to discourage traffic from using the				x	N	The signing strategy has not yet been agreed but will be designed to encourage use of the new dual

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	existing southbound A1 to eastbound A428 route.						carriageway rather than the existing A428.
Traffic modelling A1 southbound	Please provide more information/updated traffic modelling for the traffic volumes of the proposed scheme for the A1 southbound at Buckden heading through St Neots/Yelling to Caxton Gibbet (focusing on A14/A1 improvements).				x	N	As other routes are available the traffic models indicate that there is very little traffic that travels from the A1 north of Little Paxton through St Neots and beyond to the A428 or Yelling and Toseland. The Scheme has little effect on these traffic flows. The traffic modelling indicates that traffic from the Buckden area tends to travel via Mill Road and Offord Cluny to/from the east. More information is included in the Transport Assessment Annex [TR010044/APP/7.3].
Traffic modelling to allow for future developments	Also has this current (Cambridge) junction and the new junctions been modelled assuming that the land between the current A428 and the new dual carriageway has been built on at the same density as the current plans for Wintringham?	x			x	N	There is no committed development for land in between the existing A428 and the proposed new dual carriageway at this location and hence no development has been included within the planning assumptions. The traffic forecasts upon which the junction modelling is based, take account of traffic from committed development proposals

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							known at the time of the model build, including the development at Wintringham. The assessments of the Cambridge Road junction indicate that the junction is predicted to operate within capacity in the future years assessed. Details are reported in the Transport Assessment [TR010044/APP/7.2].
Traffic modelling and increase traffic flows	Your modelling suggests a massive increase in traffic along the A428 over the next 20 years.				x	N	Traffic modelling has been refined further since the statutory consultation. The latest forecasts are documented in the Transport Forecasting report, within Appendix C of the Combined Modelling and Appraisal Report [TR010044/APP/7.10]. The Transport Assessment Annex [TR010044/APP/7.3] includes detailed assessments of the main traffic effects in some locations within and adjacent to the Scheme.
Traffic modelling at BP garage	Additional traffic modelling is needed for access egress proposals at the BP garage.			x		N	It is anticipated that vehicles leaving the service road will use the traffic signals "intergreen" period when both sets of traffic signals on the gyratory section and

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							the A1 southbound off-slip are showing a red light.
Improve traffic flow	The Scheme will improve traffic flow on both the A428 and A1 / free flow from A428 to A1 north.				x	N	Comment noted.
Positively improve traffic flow at Cambridge Road junction	Cambridge Road junction will positively separate traffic.				x	N	Comment noted. The Cambridge Road junction allows traffic from St Neots to easily access the new dual carriageway and will assist in separating strategic/long distance traffic from local traffic. Further details of the assessment of Cambridge Road junction are reported in the Transport Assessment [TR010044/APP/7.2].
Traffic flows A1198	The very high traffic flows shown on the A1198 to the north of the Caxton Gibbet junction in 2038 are a major concern as this road is not of a standard that will cope with flows of 25,000 or more vpd.				x	N	Traffic modelling has been refined further since the statutory consultation. The latest forecasts are documented in the Transport Forecasting report, within Appendix C of the Combined Modelling and Appraisal Report [TR010044/APP/7.10]. The Transport Assessment Annex [TR010044/APP/7.3] includes detailed assessments of the main

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							traffic effects in some locations within and adjacent to the Scheme area.
Traffic flows between Eltisley and Godmanchester	My only concern is any traffic on the A428 from Eltisley could be affected by traffic from the Cambridge side turning towards Godmanchester. Currently this can cause long delays at the roundabout. There are also long queues of traffic coming from Godmanchester south on the A1198 turning towards Cambridge. They appear still to have to join the northern roundabout.				x	N	Traffic at Caxton Gibbet junction will be much lower with the new dual carriageway than without it as the majority of traffic will pass over the junction rather than travelling through it. Although traffic to the A1198 will still pass through the new northern roundabout this is forecast to be lower than without the new dual carriageway. An assessment of the proposed new junction at Caxton Gibbet had been carried out and shows that the junction would operate within capacity. Details are provided in the Transport Assessment [TR010044/APP/7.2].
Traffic flows B1040 in Eltisley	We need more detail on residual traffic flows on the B1040 in the Eltisley area.	x				N	The 2040 forecasts with the Scheme show a general reduction in traffic using the village roads in Eltisley with the Scheme in place. This is primarily due to delays to B1040 traffic turning right being much lower at the existing A428 junctions due to most traffic that

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							would use the existing A428 switching to the new dual carriageway. This reduces the need for traffic to avoid these right turns by routing through Eltisley village. On St Neots Road and Cambridge Road the forecast reductions at a daily level are around 3000 vehicles in total. The traffic forecasts are documented in the Transport Forecasting report, within Appendix C of the Combined Modelling and Appraisal Report [TR010044/APP/7.10]. The Transport Assessment Annex [TR010044/APP/7.3] includes detailed assessments of the main traffic effects in some locations within and adjacent to the Scheme area.
Design layout change to improve traffic flow at Eltisley	The proposal for the new double roundabout design currently sees the current B1040 St Ives Road, north of the A428, being removed, and a new roadway built to serve a roundabout opposite the current junction of the A428 with Cambridge Road. Could				x	N	The Scheme is forecast to remove a significant amount of traffic from the current A428 past Eltisley reducing congestion and therefore the likelihood of rat running through Eltisley. Full details of the traffic impacts are presented in the Traffic Forecasting Report, Appendix C of

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	consideration please be given to placing the southern of the two new roundabouts where the B1040 St Ives Road currently joins the current A428, and not installing any exit from that roundabout into Eltisley? This would mean that any traffic wishing to enter or leave Eltisley would have to enter/leave the village along the St Neots Road, or at the Potton Road junction on the B1040 Biggleswade road. There would be no access from the Cambridge Road onto the current A428; it would become a No Through Road.						the Combined Modelling and Appraisal Report [TR010044/APP/7.10]. Traffic flows on the existing A428 between St Neots and Caxton Gibbet are anticipated to reduce by approximately 80% so access onto from side roads will be easier than at present, so at Eltisley it is anticipated that rat-running through the village by traffic using the B1040 north-south route west of the village will reduce.
Traffic flows	The diagram under paragraph 13 above shows the current A428 between St Neots and Caxton Gibbet taking 27,000 vehicles per day in 2038 in a 'without scheme' scenario, and the existing and new roads taking a combined 51,000 vehicles per day in a 'with scheme' scenario. The material presented does not quantify how this increase in traffic flows is derived, although it does state that a significant amount of traffic will	x				N	Since the statutory consultation from 3 June 2019 to 28 July 2019 further assessment work has been undertaken and the traffic forecasts referred to in the consultation booklet have been superseded by revised forecasts from the updated traffic model. A draft version of the Traffic Forecast Report was provided to the Host Local Highway Authorities in July 2020 and follow up

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	transfer to the new dual carriageway from the existing A428 and other routes. The Authorities wish to understand in detail how much of this increase: • Is due to future local housing and economic growth? • Is due to assumed background growth? • Is due to re-routing traffic from strategic longer distance traffic (for example HCV traffic re-routing away from M4, M25 and A12 to the A421, A428 and A14 for trips to Felixstowe and Harwich)? • Is from local A Roads that was previously rat-running on local (B Road or lower) routes? • Is due to suppressed demand in Bedford, Central Bedfordshire, Huntingdonshire, South Cambridgeshire and						meetings were conducted to present the results of the traffic forecasts which included details of the flows on the existing A428 with and without the Scheme. The current forecast flows on the existing A428 between St Neots and Caxton Gibbet range between 33,000 and 36,000 vehicles per day in 2040 without the Scheme, with a combined 69,000 daily flow on the Scheme and existing A428 in the 'with scheme' scenario. Full details of the traffic forecasts from the revised model are included in the Traffic Forecasting Report, Appendix C in the Combined Modelling and Appraisal Report [TR010044/APP/7.10]. There is no impact from background growth as the planning data and economic assumptions are the same for both the Do Minimum and Do Something scenarios. As there is no discrete bus model there is no transfer modelled to/from buses. An assessment of likely transfer

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	Cambridge? - Is abstracted from the local bus network? - Might otherwise be catered for by East West Rail?						from road to East-West Rail has been undertaken (although it does not form part of this application). This indicated a daily reduction of between 900 and 1500 in car trips in the A428 corridor. However, the East West rail project has progressed since that time with the selection of a preferred corridor between Tempsford/St Neots via Cambourne to Cambridge and therefore the predicted flows could change.
Traffic flows between Caxton Gibbet and Godmanchester/Wood Green	I'm concerned about traffic flows between the proposed Caxton Gibbet junction and the soon to be completed junction on the A14 at Godmanchester/Wood Green.	x				N	Traffic at Caxton Gibbet junction will be much lower with the new dual carriageway than without it as the majority of traffic will pass over the junction rather than travelling through it. Although traffic to the A1198 will still pass through the new northern roundabout this is forecast to be lower than without the new dual carriageway. An assessment of the proposed new junction at Caxton Gibbet had been carried out and shows that the junction would operate within capacity. Details are provided in

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							the Transport Assessment [TR010044/APP/7.2].
Traffic flows and modelling at Sandy	We request the results from modelling of junction's further south of the Scheme at Sandy.	x				N	The modelling predicts a modest increase in traffic at the A1 at Sandy roundabout. However, there is predicted to be a reduction in east-west traffic at the roundabout which mitigates some of the impact of the increased volume A1 traffic at the roundabout. The traffic impacts of the Scheme at Sandy roundabout have been assessed and the detailed results reported in the Transport Assessment Annex [TR010044/APP/7.3].
Traffic flows along the A1198	The very high traffic flows shown on the A1198 to the north of the Caxton Gibbet junction in 2038 are a major concern as this road is not of a standard that will cope with flows of 25,000 or more vpd.				x	N	Traffic modelling has been refined further since the statutory consultation. The latest forecasts are documented in the Transport Forecasting report, within Appendix C of the Combined Modelling and Appraisal Report [TR010044/APP/7.10]. The Transport Assessment Annex [TR010044/APP/7.3] includes detailed assessments of the main traffic effects in some locations within and adjacent to the Scheme

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							area.
Traffic flows Mill Lane	Impacts on St Neots Other than the quantification of traffic flows on Cambridge Road, St Neots, and on the existing A428, the information presented does not provide any information on how the Scheme will impact upon traffic flows in St Neots.		x			N	At an overall level, the Scheme results in a net reduction in traffic in St Neots. Details of the predicted flow changes in St Neots are presented in Appendix W of this Consultation Report. The latest forecasts are documented in the Transport Forecasting report, within Appendix C of the Combined Appraisal and Modelling Report [TR010044/APP/7.10] . The Transport Assessment Annex [TR010044/APP/7.3] includes detailed assessments of the main traffic effects in some locations within and adjacent to the Scheme.
Traffic flows little Paxton	The Authorities would therefore require quantification of the impacts of the Scheme on traffic flows on the following routes in St Neots: ☐ B1041 Mill Lane, Little Paxton ☐ B1043 Huntingdon Road north of Priory Hill Road		x			N	At an overall level, the Scheme results in a net reduction in traffic in St Neots. Details of the predicted flow changes in St Neots are presented in Appendix W of this Consultation Report. The latest forecasts are documented in the Transport Forecasting report, within Appendix

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	☐ B1428 Cambridge Road at railway bridge ☐ B1046 Potton Road at bridge over railway ☐ B1043 Barford Road north of its junction with the existing A428 ☐ B1428 Great North Road north of its junction with the existing A428 ☐ Bushmead Road at bridge over A1 ☐ Duloe Road at A1 bridge ☐ B1048 Crosshall Road east of its junction with Great North Road ☐ Great North Road south of its junction with A1 slip roads ☐ B1428 St Neots Road at the town bridge over the River Great Ouse						C of the Combined Modelling and Appraisal report [TR010044/APP/7.10]. The Transport Assessment Annex [TR010044/APP/7.3] includes detailed assessments of the main traffic effects in some locations within and adjacent to the Scheme.
Traffic flows around Cambridge Road junction	The forecast traffic data presented does not quantify changes in traffic flows from the A428 into Cambridge as a result of the Scheme, either on the A1303 Madingley Road, or on other Cambridge radials including the	x				N	An assessment of the impact of the Scheme at M11 J13 including the changes in traffic in traffic flow along the A1303 Madingley Road is detailed in the Transport Assessment Annex

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	A603 Barton Road, A1309 Hauxton Road, B1049 Histon Road and A1309 Milton Road.						[TR010044/APP/7.3]. In general terms the Scheme is predicted to increase the volume of traffic utilising the A1303. Further details of the impact of the Scheme are included within the Transport Assessment [TR010044/APP/7.2].
Traffic flows around Cambridge Road junction	We will require detailed traffic information quantifying all future movements at the proposed Cambridge Road junction with the new dual carriageway.	x				N	Capacity assessments of the proposed Cambridge Road junction are detailed within the Transport Assessment [TR010044/APP/7.2].
Traffic flows around Caxton Gibbet	A detailed assessment of the proposed Caxton Gibbet junction layout will require detail of all turning movements and a detailed breakdown of traffic flows by time of day.	x				N	The traffic forecasts referred to in the consultation leaflet have been superseded by revised forecasts from the new traffic model. Details of the forecasts are provided in the Transport Forecasting Report, Appendix C of the Combined Modelling and Appraisal Report [TR010044/APP/7.10] and an assessment of the operational impacts are provided in the Transport Assessment [TR010044/APP/7.2].
Traffic flows and	The current dual carriageway		x			N	Since the statutory consultation

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Modelling around Caxton Gibbet	section of the A428 east of Caxton Gibbet is shown to take 60,000 vpd in 2038, which is significantly above the nominal design capacity of this section of the A428, and presumably do not take into account traffic that will join the route between Caxton Gibbet and Cambridge from Cambourne and the Bourn Airfield development.						from 3 June 2019 to 28 July 2019 further assessment work has been undertaken and the traffic forecasts referred to in the consultation booklet have been superseded by revised forecasts from the updated traffic model. A draft version of the Traffic Forecast Report was provided to the Host Local Highway Authorities in July 2020 and follow up meetings were conducted to present the results of the traffic forecasts which included details of the flows on the existing A428 with and without the Scheme. The current forecast flows on the existing A428 between St Neots and Caxton Gibbet range between 33,000 and 36,000 vehicles per day in 2040 without the Scheme, with a combined 69,000 daily flow on the Scheme and existing A428 in the 'with scheme' scenario. Full details of the traffic forecasts from the revised model are included in the Traffic Forecasting Report, Appendix C in the Combined Modelling and Appraisal Report [TR010044/APP/7.10].

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Congestion	Traffic considerations to reduce congestion have been prioritised over land take and trade concerns.				x	N	The Scheme is being delivered to form part of Government policy to reduce congestion, improve safety and improve journey times reliably.
Scheme-wide increased congestion	The Scheme / building an additional road will only increase congestion and encourage speeding/further urbanisation.				x	N	The Scheme will reduce congestion along the Scheme corridor between Caxton Gibbet and the A1, through the removal of traffic from the local road network and will provide relief to congested junctions. The Traffic Forecasting Report, Appendix C in the Combined Modelling and Appraisal Report [TR010044/APP/7.10] and Transport Assessment [TR010044/APP/7.2] provides information regarding the Scheme's impact on the surrounding road network.
Congestion Sandy Lane roundabout	Concerned the Scheme will increase congestion at the already congested Sandy roundabout. What are the projected traffic volumes at Sandy?				x	N	The modelling predicts a modest increase in traffic at the A1 at Sandy roundabout. However, there is predicted to be a reduction in east-west traffic at the roundabout which mitigates some of the impact of the increased volume A1 traffic at the roundabout. The traffic impacts of the Scheme at Sandy

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							roundabout have been assessed and the detailed results reported in the Transport Assessment Annex [TR010044/APP/7.3].
Congestion at Buckden roundabout	I'm concerned that the Buckden roundabout will suffer as a result of the Black Cat improvements, with increased traffic increasing pollution. Consider a western bypass at Buckden.			x	x	N	The modelling does show increased traffic on the A1, at the Buckden and Sandy roundabouts, though the reduction in east-west traffic at Sandy mitigates some of the impact of the increased volume of A1 traffic at the roundabout. The traffic impacts of the Scheme at both junctions have been assessed and the detailed results reported in the Transport Assessment Annex [TR010044/APP/7.3]. The scope of the Scheme does not include works to the A1 at Bucken roundabout, however Highways England will continue to manage and monitor this in line with their statutory duty.
Congestion for southbound traffic	The Scheme fails to address/alleviate the high volumes of traffic travelling south on the A1 to the A421.				x	N	The new grade separated roundabout at Black Cat will facilitate free flow conditions for A1 and A428 traffic thereby reducing congestion and delays for traffic travelling south on the A1 to the

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							A421. Details of the operation of the junction are provided in the Transport Assessment [TR010044/APP/7.2]. Capacity assessments of the proposed Black Cat junction indicate that the junction is predicted to operate within capacity within the future years assessed.
Congestion for southbound traffic	The Black Cat junction will impede traffic southbound from the A1 to A428.				x	N	A free-flow link between the southbound A1 to the westbound A421 would require a 4-level interchange. This would require considerably more land and would have a very significant environmental impact on the area.
Congestion for southbound traffic	The lack of a dedicated filter for vehicles to travel directly from the westbound dual carriageway to the southbound A1 will increase congestion.				x	N	Traffic modelling suggests that a dedicated lane from the new dual carriageway (westbound) onto the A1 (southbound) is not needed.
Congestion along the A1	Further consideration is needed to address/alleviate existing congestion issues on the A1 and the subsequent roundabouts.				x	N	Improvements to the junctions on the A1 are not part of the scope of this Scheme - other than the Black Cat.

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Congestion along the A1	Much of the E-W traffic coming from the eastern coast (lorries with shipping containers) can use this junction to continue West to the A421. Although some of that traffic will still need to go on the A1, the junction will permit at least a part of the heavy traffic to avoid the A1 which in turn frees the A1 for 'truer' N-S traffic.				x	N	Comment noted.
Congestion St Neots	Congestion along the A1 between Stevenage and St Neots is a concern.				x	N	The Scheme is primarily intended to improve conditions for east west traffic travelling between Cambridge and Milton Keynes. However, there will be some benefits to A1 traffic through the construction of the new grade separated junction at Black Cat, removing a congestion bottleneck. The latest forecasts are documented in the Transport Forecasting report, within Appendix C of the Combined Modelling and Appraisal Report [TR010044/APP/7.10]. The Transport Assessment Annex [TR010044/APP/7.3] includes detailed assessments of the main traffic effects in some locations

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							within and adjacent to the Scheme area.
Increased congestion increase at the Black Cat	Dualling the A421/A428 and reducing the use of the A14 will likely increase congestion at Black Cat roundabout.				x	N	The traffic modelling suggests that the design of Black Cat junction is suitable to manage the anticipated traffic flows. Details of the operation of the junction are provided in the Transport Assessment [TR010044/APP/7.2].
Increased congestion at the Black Cat	The proposed (free flowing) Black Cat junction will increase traffic and congestion at adjacent junctions along the A1 (Biggleswade, Sandy and Buckden).	x			x	N	An assessment of the impact of the Scheme on the operation of the junctions at Biggleswade, Sandy and Buckden has been undertaken and is provided in the Transport Assessment Annex [TR010044/APP/7.3].
Increased congestion at the Black Cat	We are concerned that the proposed Black Cat junction will accentuate existing problems north and south of the Black Cat junction (along the A1).	x			x	N	An assessment of the impact of the Scheme on the operation of junctions in the wider area, including junctions along the A1 at Biggleswade, Sandy and Buckden has been undertaken and is provided in the Transport

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							Assessment Annex [TR010044/APP/7.3].
Avoiding increased congestion at Black Cat	Changes to the Black Cat junction should avoid increasing congestion as a result.				x	N	Details of the operation of the junction are provided in the Transport Assessment [TR010044/APP/7.2]. Capacity assessments of the proposed Black Cat junction indicate that the junction is predicted to operate within capacity within the future years assessed.
Avoiding increased congestion at Black Cat	The Scheme will increase the congestion and number of vehicles using the black cat roundabout, travelling from the A1 south to A421 West.				x	N	The existing high volume of A1 south to A421 west traffic will be reduced because a substantial proportion will become through traffic on the new dual carriageway. Details of the operation of the junction are provided in the Transport Assessment [TR010044/APP/7.2]. Capacity assessments of the proposed Black Cat junction indicate that the junction is predicted to operate within capacity within the future years assessed.
Avoiding increased	The proposed Black Cat				x	N	The new grade separated junction

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congestion at Black Cat	roundabout will increase congestion and requires more access to the A1.						at Black Cat will provide free flow conditions for A1 and A428 traffic thereby reducing congestion. Details of the operation of the junction are provided in the Transport Assessment [TR010044/APP/7.2]. Capacity assessments of the proposed Black Cat junction indicate that the junction is predicted to operate within capacity within the future years assessed. Access to and from the A1 is provided by slip roads.
Avoiding increased congestion at Black Cat	The proposed traffic lights and multiple access routes to minor roads will not solve the problem of congestion at the Black Cat roundabout.				x	N	The new grade separated junction at Black Cat will provide free flow conditions for A1 and A428 traffic thereby reducing congestion. Details of the operation of the junction are provided in the Transport Assessment [TR010044/APP/7.2]. Capacity assessments of the proposed Black Cat junction indicate that the junction is predicted to operate within capacity within the future years assessed.
Congestion at Girton	The Scheme will increase				x	N	Assessments of the potential

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interchange	congestion/create a bottleneck situation at Girton interchange.						impact of the Scheme on the single lane section of the A428 at Girton are included within the Transport Assessment Annex [TR010044/APP/7.3]. The assessments indicate that the Scheme is predicted to increase traffic flows at this location and the design capacity of the single lane link is predicted to be exceeded in the future years assessed. Highways England's approach is to monitor and manage with consideration to be given to the potential need for interventions, if required.
Congestion near to Loves farm	I'm concerned about projected increase in traffic by Loves Farm 2 and Wintringham Park Housing Developments. Will the Cambridge Road junction have the capacity to cope?	X			x	N	The traffic modelling considers existing and committed future developments. The proposed crossings referred to are on a road under the jurisdiction of the local highway authority and Highways England there have no mandate to consider works at these locations. The traffic associated with these two committed developments is included in the Transport Assessment [TR010044/APP/7.2].

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Congestion through Yelling	The Scheme is important to reduce traffic and congestion through Yelling and Toseland.				x	N	The Scheme is forecast to reduce average daily traffic volumes by 3000 to 3500 vehicles through Yelling and Toseland in 2040 compare to the without Scheme scenario with most of this traffic switching to the new dual carriageway. Further details are included in the Transport Assessment [TR010044/APP/7.2] .
Congestion between A428 and A1198	The existing junction of the A428 and A1198 causes severe delays for 10 miles between St Neots and Cambourne.				x	N	Comment noted.
Congestion between A505 and the A1198	We are concerned by the prospect of exacerbated levels of congestion at the junction between the A505 and the A1198.		x			N	Traffic modelling has been refined further since the statutory consultation. The latest forecasts are documented in the Transport Forecasting report, within Appendix C of the Combined Modelling and Appraisal Report [TR010044/APP/7.10] . The Transport Assessment Annex [TR010044/APP/7.3] includes detailed assessments of the main traffic effects in some locations within and adjacent to the Scheme

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							area.
Congestion at Toseland Road	It is unlikely that St Neots traffic will use new dual carriageway. It will still be impossible for us to get out of Toseland Road onto existing A428.				x	N	Traffic flows on the existing A428 between St Neots and Caxton Gibbet are anticipated to reduce by approximately 80% so access onto from side roads will be easier than at present.
Congestion at Eltisley	The Scheme will increase congestion at Eltisley.				x	N	The 2040 traffic forecasts show a general reduction in traffic using the village roads in Eltisley with the Scheme in place. This reduction is primarily due to delays to B1040 traffic turning right being much lower at the A428 junctions due to most A428 traffic switching to the new dual carriageway. This reduces the need for traffic to avoid these right turns by routing through Eltisley village. On St Neots Road and Cambridge Road the forecast reductions at a daily level are around 3000 vehicles in total. Further details are reported in the Transport Assessment Annex

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							[TR010044/APP/7.3].
Transferring congestion at Eltisley	Removing the Eltisley Junction will force traffic elsewhere.				x	N	The junction at Eltisley will still exist and access to the B1040 St Ives Road is maintained. The new dual carriageway cannot be accessed at Eltisley.
Congestion Little Paxton	Concerns over traffic impacts on Little Paxton.				x	N	The Cambridge Road junction enables local traffic from the St Neots area to access the new dual carriageway and moves long distance traffic onto strategic routes. The Scheme is forecast to reduce traffic flows through Little Paxton. This is primarily due to longer distance trips re-routing to more appropriate roads due to lower congestion on these routes. Details of the predicted flow changes are presented in Appendix W of this Consultation Report. The latest forecasts are documented in the Transport Forecasting report, within Appendix C of the Combined Modelling and Appraisal Report [TR010044/APP/7.10].

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							The Transport Assessment Annex [TR010044/APP/7.3] includes detailed assessments of the main traffic effects in some locations within and adjacent to the Scheme area.
Congestion in and around Papworth Everard	The Scheme will increase traffic on the A1198 towards and through Papworth Everard.	x			x	N	The traffic model has been developed further since the statutory consultation in 2019. In 2040 the Scheme is forecast to reduce traffic volumes by around 3000 per day on the A1198 between Caxton Gibbet and Papworth compared to without the Scheme. The majority of this is due to a reduction in 'rat-running' traffic through Toseland which uses this route to avoid congestion on the existing A428. Further details regarding changes in traffic flows arising from Scheme local to Papworth are included within the Transport Assessment Annex [TR010044/APP/7.3].
Congestion at Cambridge road	I am concerned by traffic volumes on Cambridge Road caused by the Cambridge Road Junction,				x	N	The proposed Cambridge Road junction includes the provision of slip roads to access the proposed

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junction	resulting in the need for crossings for Wintringham and Loves Farm.						new dual carriageway. Capacity assessments of the proposed Cambridge Road junction indicate the junction is predicted to operate within capacity in the future years assessed. Further details are included in the Transport Assessment [TR010044/APP/7.2].
Congestion Caxton Gibbet junction	I'm concerned that the capacity of the proposed Caxton Gibbet junction will not cope with the north/south traffic flow projections.				x	N	An assessment of the proposed new junction at Caxton Gibbet has been carried out and has shown the junction to operate within capacity. The detailed results are reported in the Transport Assessment [TR010044/APP/7.2].
Congestion Caxton Gibbet junction	A bottleneck will still exist at Caxton Gibbet caused by traffic coming from south of the A428 and wanting to join the eastbound flow at the Caxton Gibbet. The provision of a slip lane for traffic to get onto the A428 should therefore be reconsidered.				x	N	An assessment of the proposed new junction at Caxton Gibbet has been carried out and has shown the junction to operate within capacity. Details are included within the Transport Assessment [TR010044/APP/7.2].
Congestion Caxton Gibbet junction	The congestion at Caxton Gibbet has been bad in both of the north-south (Ermine Street and east-west (A428) directions, often in	x				N	The capacity assessments of proposed Caxton Gibbet junction indicate that the junction is predicted to operate within capacity

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	relation to accidents on the old A14. Recently it has been particularly bad as the A14 west has been closed due to the improvement works. The design for the new interchange at Caxton Gibbet looks quite complex. Does the design of this interchange not only take sufficient account of the A14 improvements in calculating the traffic flows both east-west and north-south, but also of its potential failures?						with minimal delays in the future years assessed. Further details are provided in the Transport Assessment [TR010044/APP/7.2].
Congestion Caxton Gibbet junction	Please address traffic problems from the north of Caxton Gibbet as a priority.				x	N	The traffic flows on the A1198 north of Caxton Gibbet are shown to be reduced as a result of the Scheme.
Congestion Caxton Gibbet junction	Concerned that there is potential for proposed second roundabout at Caxton Gibbet to increase congestion on both sides of the A1198.				x	N	Traffic modelling suggests that this will not be the case. The detailed results of the operational assessment of the junction are reported in the Transport Assessment [TR010044/APP/7.2].
Congestion Caxton Gibbet	Will traffic queuing at the northern Caxton Gibbet roundabout affect the main carriageway?				x	N	It is not anticipated that there will be substantial traffic queueing at the northern Caxton Gibbet roundabout. An assessment of the

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							new junction at Caxton Gibbet has been carried out and has shown the junction to operate within capacity. Detailed results are reported within the Transport Assessment [TR010044/APP/7.2].
Congestion at Huntingdon and Duxford	There is too much traffic and no road support to Huntingdon or Duxford.				x	N	There has been significant investment in the road network in Huntingdon as a result of the A14 Scheme.
Congestion junction 13 M1	The Scheme will not improve congestion issues at Junction 13 of the M1.				x	N	Comment noted. Works to the M1 J13 are outside the scope of this Scheme.
Scheme-wide reduction in rat-running	Free flowing traffic and reduced congestion will reduce rat-running through the local villages.				x	N	Comment noted. A key objective of the Scheme is to reduce congestion. As a result of the Scheme, road safety will be improved, congestion will reduce, and journey times will decrease and be more reliable.
Reduce rat running through local villages	Further consideration is required for the current magnitude of rat running issues through local villages.	x	x	x	x	N	It is anticipated that a number of measures will be available to discourage rat running and that these can be implemented quickly should rat running become a

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							problem. Highways England cannot however fully influence driver behaviours, particularly those with local knowledge of the road network. Full details of the traffic forecasts from the revised model are included in the Traffic Forecasting Report, Appendix C in the Combined Modelling and Appraisal Report [TR010044/APP/7.10].
Reduce rat running through local villages	Further detail is required on how rat-running through villages can be minimised during as well as after construction.	x					The term rat running is a colloquial term used to denote traffic seeking to avoid congestion by using what is considered to be inappropriate routes. The Scheme, once operational, seeks to improve the strategic road network, thereby ensuring that traffic remains on it. The Outline Construction Traffic Management Plan [TR010044/APP/7.4] provides details of the measures that will be in place, such as strategic signing and updates to satellite navigation system mapping to encourage the use of designated routes. However, while these routes can be put in place and signed, Highways

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							England cannot force road users to use them.
Reduce rat-running of HGVs	The Scheme will reduce and mitigate rat-running of HGVs through local villages, reducing subsequent negative noise impacts and improve safety.				x	N	Comment noted.
Reduce rat running	The Scheme will reduce rat-running between Biggleswade and the A1.				x	N	Comment noted.
Reduce rat running through St Neots	The Scheme will increase rat-running through St Neots, along the Cambridge road and impact on those travelling from Cambourne and Little Paxton.		x		x	N	As other routes are available the traffic models indicate that there is very little traffic that travels from the A1 north of Little Paxton through St Neots and beyond to the A428 or Yelling and Toseland. There is only a small amount of traffic forecast doing this without the Scheme and a similar amount with the Scheme. The traffic modelling indicates reductions in traffic through Little Paxton when the Scheme is built. There are some increases on Cambridge Road east of the railway bridge but that is due to local traffic switching from travelling through St Neots to

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							travelling via the existing A428 and new dual carriageway as these provide less congested routes. Further details are included in the Transport Assessment [TR010044/APP/7.2].
Reduce rat running through Abbotsley	The Scheme will reduce congestion, rat-running and speeding through Abbotsley.	x			x	N	Comment noted.
Reduce rat running from Eltisley to Abbotsley	Concerned about potential rat-running from Eltisley towards Waresley, and through Abbotsley along the B1046 to St. Neots as a "perceived short-cut".				x	N	There is little change on the B1040 in the vicinity of Eltisley as traffic flows at junctions at Eltisley reduce with the Scheme in place, thereby making the B1040 easier to use. The Scheme is also more beneficial to east-west traffic flows whereas the B1040 provides for north-south movements. However, along the majority of the B1040 between Eltisley and Waresley and beyond to Potton and Biggleswade, daily traffic volumes reduce with the Scheme in 2040. Further details are included in the Transport Assessment [TR010044/APP/7.2].

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Reduce rat running at Eltisley	Sat navs on the quickest route would definitely take cars through Eltisley village.				x	N	The new routes facilitated by the Scheme would be faster than the existing route and so the existing route will be relieved of through traffic. Further details are included in the Transport Assessment [TR010044/APP/7.2].
Reduce rat running Eltisley	What measures are in place to reduce rat-running through Eltisley?				x	N	The Scheme is forecast to remove a significant amount of traffic from the existing A428 past Eltisley reducing congestion and therefore the likelihood of rat running through Eltisley. Full details of the traffic impacts are presented in the Traffic Forecasting Report, Appendix C of the Combined Modelling and Appraisal Report [TR010044/APP/7.10].
Reduce rat running through Toseland	The Scheme will reduce rat-running through Toseland High Street.	x				N	Comment noted. There is a forecast reduction of ~3000 vehicles per day along High Street through Toseland in 2040. Full details of the traffic forecasts from the revised model are included in the Traffic Forecasting Report, Appendix C in the Combined Modelling and Appraisal Report

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							[TR010044/APP/7.10].
Reduce rat running through Elsworth	The Scheme should reduce rat-running at Elsworth which is currently a significant concern.	x			x	N	Within the Scheme there is a forecast reduction in traffic between the B1040 and Elsworth, when compared to the without Scheme scenario in 2040 of around 3000 vehicles per average day in 2040 on the A1198 between Papworth and the A428, mostly due to less traffic rat-running through Toseland. Full details of the traffic forecasts from the revised model are included in the Traffic Forecasting Report, Appendix C in the Combined Modelling and Appraisal Report [TR010044/APP/7.10].
Reduce rat running through Caxton	The Scheme should reduce rat-running through Caxton.				x	N	The 2040 traffic forecasts indicate that traffic volumes within Caxton village will generally be lower with the Scheme than without the Scheme, particularly on Gransden Road west of Caxton. More details are provided in the Transport Forecasting Report, Appendix C of the Combined Modelling and Appraisal Report [TR010044/APP/7.10].

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Encouraging rat running along the A505	The use of the A505 (and A10 for some onward trips to Cambridge) and A603 should not be characterised as rat running.	x				N	Comment noted.
Construction traffic management plan	We will expect to see a full construction traffic management plan as part of the EIA, considering HGV routes and the impact of temporary roundabout on flows; which will be subject to approval by the Highways Authority.				x	N	Comment noted. The Outline Construction Traffic Management Plan [TR010044/APP/7.4] has been submitted as part of this application.
Construction traffic management plan	We would welcome the opportunity to discuss monitoring of traffic onto A1 and A428 from local roads during construction and after post scheme evaluation.	x				N	Comment noted. The Outline Construction Traffic Management Plan [TR010044/APP/7.4] has been submitted as part of this application.
Construction work traffic	The simultaneous construction works of both A428 and Wintringham Developments will result in significant congestion.	x			x	N	Currently, Highways England does not expect the development of the southern area of Wintringham to commence until after the Scheme works are completed. There will be some additional delay on the network during construction of the new dual carriageway and information on the anticipated

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							delays is provided in the Transport Assessment [TR010044/APP/7.2].
Congestion during construction Black Cat junction	I/We are concerned about traffic delays which may be caused at Black Cat, subsequent of the construction phase.	x				N	It should be noted that the traffic flows presented in the statutory consultation document have now been superseded. There are some increases on the A1 to the north and south of Black Cat as a result of traffic being attracted to the new route. However, upgrade of the existing Black Cat roundabout will result in a significant reduction in congestion. The latest forecasts including the flow changes on the A1 are documented in the Transport Forecasting Report (Appendix C to the Combined Modelling and Appraisal Report [TR010044/APP/7.10].
Construction traffic must not use Eltisley village	Construction traffic should not be able to gain access to the village roads within Eltisley as this is built. They must not be allowed as again this will endanger our children and cause congestion and pollution.				x	N	The roads within Eltisley will not be used for construction traffic e.g. delivery vehicles. The Outline Construction Traffic Management Plan [TR010044/APP/7.4] provides details of the permitted and prohibited routes for construction

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							traffic. Only routes which are suitable for construction traffic will be used
Construction rat running	Concerned that local roads will be used as rat runs during the construction phase including Duloe village. Additional funding should be considered for chicanes or bumps to reduce traffic speeds in Duloe during construction.	x				N	Rat running during construction is one of many issues that is being considered in the Outline Construction Traffic Management Plan [TR010044/APP/7.4]. It is anticipated that a number of measures will be available to discourage rat running and that these can be implemented quickly should traffic flows on particular routes become problematic. Highways England cannot however fully influence driver behaviour, particularly those with local knowledge of the road network.
Construction traffic disruption for visitors to Addenbrookes hospital	Disruption during construction is likely to have an adverse effect on visitors to Addenbrookes hospital.		x		x	N	Consideration has been given to the potential effects on visitors of this facility in the Population and Health assessment reported in Chapter 12, Population and human health of the Environmental Statement [TR010044/APP/6.1].

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Introduction of traffic calming measures	Traffic calming measures should be incorporated across the Scheme.				x	N	The existing A428 will be de-trunked and will become the responsibility of the relevant local highway authority, and thus the need for modifications to it will be for them to determine. Traffic calming measures on the new dual carriageway would not be appropriate.
Introduction of traffic calming measures	Traffic calming measures should be introduced on the existing A428 from St Neots to Cambourne to prevent racing vehicles from using it like a racetrack, especially as vehicle numbers drop along it.				x	N	The existing A428 will be de-trunked and will become the responsibility of the relevant local highway authority, and thus the need for modifications to it will be for them to determine.
Traffic calming measures	What traffic calming measures/ speed reduction strategies will be put in place at Eltisley?				x	N	There are no plans to implement traffic calming measures in Eltisley, which is predicted to see an overall benefit in reduced traffic flows as a result of the Scheme.
Speed controls	What plans are being put in place for speed controls?				x	N	The new dual carriageway will be designated as an all-purpose trunk road. It will be subject to the national speed limit. The existing A428 will be de-trunked and will become the responsibility of the

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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							relevant local highway authority, depending on the location, and thus the speed limit will be for them to determine.
Speed mitigation	We would like some funding for traffic speed mitigation in Duloe during construction.	x				N	Comment noted. Highways England will consider funding for relevant traffic management for the local area ahead of the start of works.
Variable speed limits	Variable speed limits/hard shoulder would prevent stop-start in heavy traffic.				x	N	Heavy traffic flows in excess of the capacity of the new dual carriageway are not anticipated, and therefore variable speed limit technology is not justified. Hard shoulders do not form part of the standard of all-purpose trunk roads.
Concerns relating to speeding motor cyclists	I am concerned that the existing A428 road will become a popular route for recreational motorcyclists, as is the B645 between St Neots and Higham Ferrers currently - indeed the existing A428 could become an extension of that popular route. Speeding motorbikes could make the existing A428 road dangerous				x	N	The existing A428 will be de-trunked will become the responsibility of the relevant local highway authority and therefore the treatment of the existing road will be for them to determine. All vehicles using the highway network should obey the speed limits in force.

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	for those motorcyclists and also for pedal cyclists, horse riders and pedestrians.						
Reduce the speed limit of 50mph	The speed limit should be reduced to 50mph along the new dual carriageway .				x	N	The new dual carriageway will be designated as an all-purpose trunk road and therefore the national speed limit will apply.
Reduce speed limit to 50mph	Please reduce the speed limit of the A1198 to 50mph.				x	N	The A1198 is the responsibility of Cambridgeshire County Council as the local highway authority and therefore they are responsible for setting the speed limits on it.
Speed limit Roxton road	It appears reasonable to design The Roxton Road link for 50kph limit rather than 60kph (30mph is equal to 48kph in exact terms).			x		N	The Design Speed for the northern section of the Roxton Road link is 48kph. The design speed for the southern section from Roxton Road to Chawston Lane is 70kph.
Reduce speed limit Roxton Road	Please reduce speed limit to 60mph when passing Roxton to reduce noise and air pollution.				x	N	The existing speed limit on the A1 past Roxton is 60mph, which starts approximately 200m south of Roxton at the footbridge over the A1 near the Anchor Hotel. This speed limit will remain in place and not be increased when works are complete. The speed limit on

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							Bedford Road, to the north of Roxton is to be reduced from 60mph to 40mph between Black Cat and Park Road.
Implementation of traffic lights to reduce congestion	Congestion would be overcome for the time being by simply installing traffic lights at junction/roundabout.				x	N	Due to a reduction in traffic flows along the existing A428 with the proposed Scheme in place, capacity issues at the existing Cambridge road junction are not anticipated. Assessments of the existing Cambridge Road junction indicate that the junction is predicted to operate within capacity in the future years assessed. Further details can be found within Technical Note 44 which forms an appendix to the Transport Assessment [TR010044/APP/7.2]. Conversion of the junction to a traffic signal controlled roundabout or T-junction has not been considered as part of the Scheme.
Implementation of traffic lights to reduce congestion	These new roundabouts will encourage an increase in numbers and use of cars, lorries and vans, as did the M25. Congestion would be overcome for the time being by modifying the				x		No further adjustment can be made to the signal junction, this was introduced as an interim solution to improve traffic flows, but in order to meet expected capacity requirements further fundamental

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	existing traffic lights. No mention is made of speed at roundabouts. All roundabouts should have 20 mph speed limit so they can achieve their objective of good traffic flow.						interventions are required. Traffic speeds around the junction are managed by the design. A 20mph speed limit would introduce unnecessary delay and be unenforceable.
Implementation of traffic lights Black Cat junction	All entrances to the Black Cat junction should be traffic light controlled.				x	N	Traffic signals are included where needed. For the unsignalised arms it is anticipated that traffic will be able to enter the Black Cat gyratory during the traffic signals inter-green period, which is similar to the existing situation for the Bedford Road entry onto Black Cat roundabout.
Impact of traffic lights on increasing congestion	Existing traffic lights at roundabouts causes significant congestion.				x	N	The installation of traffic lights at roundabouts are designed to regulate traffic flows and provide some capacity increases. The junction arrangements at Black Cat and the free flowing through traffic on the A1 and the new dual carriageway will reduce congestion
Scheme will support future development	Although there are always environmental concerns the current road network in the area is simply not effectively supporting				x	N	Comment noted. The Scheme is designed to cater for the future flows of traffic in the area.

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	the Region. The volume of house building in the area will mean far greater reliance on the road network by a far greater volume of vehicles.						The traffic modeling undertaken as part of this Scheme takes account of the committed land use developments and utilises data collected from the Planning Authorities. This is reported in the Transport Forecasting Report, Appendix C of the Combined Modelling and Appraisal Report [TR010044/APP/7.10].
Capacity issues A1307 Huntingdon and Fenstanton	We seek clarity on whether the figures presented indicate capacity issues on the old A14 (new A1307) between Huntingdon and the new A14(M) at Fenstanton.	x				N	The traffic forecasts referred to in the consultation leaflet have been superseded by revised forecasts from the new traffic model. The latest forecasts are documented in the Transport Forecasting report, within Appendix C of the Combined Modelling and Appraisal Report [TR010044/APP/7.10].
Sufficient capacity for future developments	Please ensure adequate slip road capacity at Caxton to enable easy access to and from A428.				x	N	The slip roads have been designed to current Design Manual for Roads and Bridges standards. An assessment of the proposed new junction at Caxton Gibbet has been carried out and has shown the junction to operate within capacity. The detailed results are reported in the Transport Assessment

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							[TR010044/APP/7.2].
Sufficient capacity for future development	Please ensure the proposals at Cambridge Junction will have sufficient capacity to cope with projected traffic growth around St Neots.				x	N	An assessment of the proposed Scheme junction at Cambridge Road was carried out and demonstrated that the junction would operate well within capacity. The details are reported in the Transport Assessment [TR010044/APP/7.2].
Sufficient capacity for new housing developments	Given the large amount of new housing development in the Potton and Biggleswade areas, this is a serious oversight and it does seem likely that the improved connectivity to be provided by the improved A428 will generate more traffic on the B1040.				x	N	The 2040 forecasts with the Scheme show a general reduction in traffic using the village roads in Eltisley with the Scheme in place. As traffic that would use the existing A428 will switch to the new dual carriageway, delays to traffic on the B1040 turning right will be much lower at the existing A428 junctions. This reduces the need for traffic to avoid these right turns by routing through Eltisley village. On St Neots Road and Cambridge Road the forecast reductions at a daily level are around 3000 vehicles in total. Further details are included in the Transport Assessment [TR010044/APP/7.2].

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Capacity for future developments	Please provide a 4th lane merger for east bound traffic leaving at Hilston to improve egress from the Cambridge Science park. Also, the current plans for this section of the A14 don't leave any potential for future developments.				x	N	The suggested works are outside of the scope and budget for this Scheme.
Future developments	Does the Scheme consider increased traffic at St Neots, subsequent to current and future development projects?				x	N	The traffic modeling undertaken as part of this Scheme takes account of the committed land use developments and utilises data collected from the Planning Authorities. This is reported in the Transport Forecasting Report, Appendix C of the Combined Modelling and Appraisal Report [TR010044/APP/7.10].
Future developments	The computer modelling undertaken has not accurately accounted for all the current future housing initiatives being undertaken.				x	N	The traffic modeling undertaken as part of this Scheme takes account of the committed land use developments and utilises data collected from the Planning Authorities. This is reported in the Transport Forecasting Report, Appendix C of the Combined Modelling and Appraisal Report [TR010044/APP/7.10].

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Road layout	Not sure if coming off the A1 to join the A421 roundabout will work due to the number of vehicles coming off the A1 to go towards the M1.				x	N	The roundabout at the new junction will have traffic signals to ensure that the dominant flow from the A1 southbound to the A421 westbound does not prevent other vehicles getting onto the roundabout.
Restrictions A1 northbound	I'm concerned about the restrictions on the A1 to the north of Black Cat junction.				x	N	The design aims to deal with and mitigate many of the restrictions on the A1 north of Black Cat junction. The 60mph speed limit will remain in place.
Whirlpool interchange Black Cat junction	Could you not build a 'whirlpool' interchange (i.e. J12 and J27 of the M25) at the Black Cat junction?				x	N	A "whirlpool" type junction referred to would be a four level interchange (at least) and would require considerably more land and would have a very significant environmental impact on the area. The forecast turning traffic does not warrant the inclusion of a free flow interchange at this location. Capacity assessments of the proposed Black Cat junction indicate that the junction is predicted to operate within capacity within the future years assessed.
Too many roundabouts	Too many roundabouts / traffic				x	N	The roundabouts at Caxton Gibbet

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	travelling from A428 to A1198 will have to negotiate four roundabouts, instead of one.						are necessary to ensure that the junction has sufficient capacity.
Improved safety for residents	The north/south through route comprising Cambridge Road and Potton End runs past one edge of our village green, with the Cade Memorial Hall standing on a side Green on the other side of the road. There is a very well-used children's playground next door to the village hall, and the Green, across the road from the playground, is an extremely popular football practice ground. I believe this A428 road improvement scheme is our only opportunity to remove through traffic from the village and improve the safety for all residents.				x	N	Traffic flows on the existing A428 between St Neots and Caxton Gibbet are anticipated to reduce by approximately 80% so access onto from side roads will be easier than at present, so at Eltisley it is anticipated that rat-running through the village by traffic using the B1040 north-south route west of the village will reduce. The detailed results are reported in the Transport Assessment Annex [TR010044/APP/7.3].
Impact of BP garage	We are concerned about the impact of the BP station exit adjacent to our property.			x		N	The exit from the fuel filling station is being changed to form a "service road" that will link to the new Black Cat junction roundabout rather than joining directly onto the A1. There will be no need for vehicles to accelerate quickly and a 40mph speed limit will be in place as well

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							as parking restrictions and enforcement measures.
Accessibility to Cambridge will be impacted	Concerns over impact on accessibility to Cambridge from towns on the outskirts.				x	N	The Scheme does generate some additional traffic and some of this travels to and from Cambridge. However, the overall increase is relatively small compared to traffic volumes without the new dual carriageway in place. The full details of the traffic impacts are presented in the Traffic Forecasting Report, Appendix C of the Combined Modelling and Appraisal Report [TR010044/APP/7.10] .
Improved access to Cambridge	Improving the A428 will enable vehicles to reach Cambridge more easily but in doing so will exacerbate Cambridge congestion and pressures on the Cambridge green belt.				x	N	The Scheme does generate some additional traffic and some of this travels to and from Cambridge. However, the overall increase is relatively small compared to traffic volumes without the new dual carriageway in place. The full details of the traffic impacts are presented in the Traffic Forecasting Report, Appendix C of the Combined Modelling and Appraisal Report [TR010044/APP/7.10] .

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Traffic diverted away from villages	Will traffic be diverted away from Great Barford, Roxton villages and Bedford Road?				x	N	Traffic volumes in Great Barford are forecast to reduce with the Scheme in 2040 compared to without the Scheme. This is primarily due to reduced traffic on local roads towards Tempsford. In the Roxton area the changes in traffic volumes are less notable which is due to some road closures in the vicinity, i.e. School Lane, Chawston Lane and The Lane, which result in changes in traffic routing, as well as the impact from the changes at Black Cat junction. More information can be found in the Transport Assessment Annex [TR010044/APP/7.3].
Traffic collision data	Road traffic collision (RTC) data will be required and mapped against the proposed scheme to assess potential impact on RTC frequency, including those involving NMU.	x				N	The Population and Health assessment has been undertaken in accordance with the latest DMRB guidance. All impacts to NMUs will be considered in line with this guidance. More information can be found within Chapter 12, Population and human health of the Environmental Statement [TR010044/APP/6.1] which

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							describes the assessment on Population and Human Health.
Increase public transport options	The Scheme should include more public transport alternatives to reduce congestion and thus reduce harmful pollutants.			x	x	N	The scope of the Scheme does not include a requirement to provide additional provision for public transport as this role is fulfilled by the relevant local authorities. The construction of the new dual carriageway will reduce congestion, so will provide reliability benefits to the existing public transport network.
Weight limit restrictions	Please impose a 7.5t limit across the Scheme.				x	N	The new dual carriageway is provided to cater for strategic traffic and therefore a 7.5T weight limit would be inappropriate. The existing A428 will be de-trunked and will become the responsibility of the relevant local highway authority, and therefore the application of weight limits will be for them to determine.
Temporary vehicle recovery	We expect an assessment of the temporary impact of the proposed temporary vehicle recovery area (16D) is included in the scoping under a construction traffic	x				N	The temporary vehicle recovery areas have been included within the scope of the environmental assessments. All plots for vehicle recovery areas are for temporary

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	management plan.						use only and Highways England do not plan to acquire that land permanently.

5.11 Theme: Design

5.11.1 **Table 5-9** summarises the matters raised in relation to the proposed design of the Scheme.

Table 5-9: Summary of consultee comments on the proposed design of the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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Preferred option	The best option was chosen.	x			x	N	Comment noted.
Existing A428	The current A428 is dangerous, congested and unfit for purpose.				x	N	Comment noted. As a result of the Scheme, road safety will be improved, congestion will reduce and journey times will decrease and be more reliable.
Scheme proposals	The Scheme will improve safety / access / journey times / free flowing traffic from the Black Cat junction along the A1/A421/A428.				x	N	Comment noted.
Scheme proposals	Retaining the existing A428 as a local road is a good strategy and will improve safety and congestion.				x	N	Comment noted.
Alternative options	Please regenerate / widen the existing road, rather than building a new one on greenfield land.				x	N	The existing A428 is not suitable for upgrading to a modern dual 2- lane carriageway for many reasons including its alignment and the number of direct accesses onto it.

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Existing route alignment	The A1 to the south of the Black Cat junction (Kelpie Marine double bend) should be straightened up as part of the works.	x			x	N	The removal of the bends on the A1 near Kelpie Marina would require further compulsory acquisition of land, the construction of a new bridge and a new length of road would need to be constructed, all of which are beyond the scope and budget of the Scheme. The existing warning signs, road markings and 60mph speed limit will remain in place.
Proposed route alignment	The proposed alignment for the new dual carriageway is very good.	x			x	N	Comment noted.
Proposed route alignment	Good news that the road has been routed away from villages like Abbotsley to avoid adverse effects on residents.				x	N	Comment noted. Keeping new dual carriageway as far as is reasonably practicable from residential areas reduces the noise and air quality. Keeping as much of the road within the environs of the existing A428 corridor reduces some of the visual impact effects.
Proposed route alignment	The alignment of the new dual carriageway should be built away from the existing A428 to reduce disruption caused by construction.				x	N	Comment noted. The route has been designed to have little interaction with the existing road, to allow the existing road to become a local road, whilst maintaining its continuity between St Neots and Caxton Gibbet, during construction and afterwards.
Proposed route alignment	The new dual carriageway does well to reduce impacts				x	N	Comment noted.

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	on surrounding countryside, by using the existing corridor where possible.						
Proposed route alignment	The dual carriageway is too close to Croxton.	x			x	N	The new dual carriageway has been moved away from Croxton as far as is reasonably practicable to do so. It is approximately 400m north of the location suggested by the "Orange" route in the non-statutory consultation in 2017. Chapter 2, The Scheme and technical Chapters 5 to 14 of the Environmental Statement [TR010044/APP/6.1] presents the measures incorporated into the design of the Scheme to mitigate its environmental effects. Figure 2.4 (Environmental Masterplan) of the Environmental Statement [TR010044/APP/6.2] illustrates the form and location of these measures in relation to the Croxton locality.
Proposed route alignment	The Scheme generally should be more closely aligned with the existing A428 to negate impacts on farmland/environment.			x	x	N	The alignment of the new dual carriageway between Eltisley and Croxton is relatively close to the existing road. However, it has been designed to avoid areas of woodland, whilst not encroaching too closely on the setting of Eltisley, Croxton Park and Croxton village. Elsewhere, the route of the road is dictated by the need to connect to Black Cat junction, cross the river and railway at the most suitable points and avoid other environmental constraints throughout along the route to

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							Cambridge Road junction and beyond.
Proposed route alignment	It is logical to keep the new dual carriageway away from the residential areas and align its course with much of the existing road.				x	N	Keeping new dual carriageway as far as is reasonably practicable from residential areas can reduce the noise and air quality. Keeping as much of the road within the environs of the existing A428 corridor reduces some of the visual impact effects.
Proposed route alignment	The reason for such a wide buffer zone (approx. 10m) on the western side of the Roxton Road link is not clear - this has no effects in terms of road safety/performance.			x		N	The alignment of the new dual carriageway between Eltisley and Croxton is relatively close to the existing road. However, it has been designed to avoid areas of woodland, whilst not encroaching too closely on the setting of Eltisley, Croxton Park and Croxton village. Elsewhere, the route of the road is dictated by the need to connect to Black Cat junction, cross the river and railway at the most suitable points and avoid other environmental constraints throughout along the route to Cambridge Road junction and beyond.
Proposed route alignment	The proposed dual carriageway is too far north of the existing road between Eltisley and Wintringham.				x	N	The route has been designed to be as far as possible from all residential areas, whilst taking into account natural and man-made constraints such as woodland and overhead power lines.
A1 Wider scheme integration	Once again there is no strategic thinking in place to consider the transport implications, both road and				x	N	Direct works at on the A1 Buckden and Sandy roundabouts are not part of this Scheme. Highways England will continue to monitor this part of the Strategic Road Network in line with its statutory

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	rail, and the impact on the A1 from Sandy up to the Black Cat and villages. The A1 is treated like a motorway by many drivers. It is already congested and the air quality in Sandy and its environment is poor. The A1 is not fit for purpose in this area and a by-pass is really required. A new rail station to the north will add to the problems.						duty.
A1 Further improvements	The Biggleswade south, Biggleswade north, Sandy and Buckden roundabouts should be improved as part of this scheme.				x	N	Direct works at on the A1 Buckden and Sandy roundabouts are not part of this Scheme. Highways England will continue to monitor this part of the Strategic Road Network in line with its statutory duty.
Provision of lay-bys	Don't forget the lay-bys. To avoid the churned-up verges at the entrance and exits of any lay- bys please make them big enough for HGVs and to avoid all the rubbish please provided plenty of litter bins and get them emptied every day.				x	N	The layby's will be standard Type A laybys that typically are suitable for parking up four full length HGVs. There are four pairs of these laybys along the route, so 6 in total. Bin provision will be agreed at detailed design with the local authority, who will be responsible for emptying the bins.

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Layby provision	Please provide more breakdown areas (e.g. laybys)/ add extra parking facilities / laybys for HGV away from the carriageways.				x	N	As the new dual carriageway will be designated as an all-purpose trunk road, four pairs of laybys have been included within the Scheme in accordance with Highways England design standards.
Layby provision	Provision of suitable overnight rest places with full facilities (wk.-food-fuel-parking) Information boards for freight drivers at laybys and other rest places. Advanced warning signs of the above giving ALL drivers enough distance to change lanes.				x	N	As the new dual carriageway will be designated as an all-purpose trunk road, four pairs of laybys have been included within the Scheme in accordance with Highways England design standards.
Layby Provision	We are concerned that there are not enough safety stopping areas on the new dual carriageway.	x				N	As the new dual carriageway will be designated as an all-purpose trunk road, four pairs of laybys have been included within the Scheme in accordance with Highways England design standards. The verges are wide enough to be used in an emergency.
Layby provision	I am concerned about the proposal of a layby prior to			x		N	The positions of the laybys are determined by the Design Manual for Roads and Bridges design

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	the railway crossing from suicide prevention perspective.						standards. Suicide prevention has been considered and Highways England has consulted with several mental health organisations for advice. In practical terms, the bridge parapets will be high and difficult to climb over in order to accord with Network Rail's design standards in addition to Highways England's design standards. Following advice from the mental health organisations it is likely that signs will be erected at the layby and at the bridge to advertise the services of the Samaritans.
Layby provision	You have detailed within the current plans a lay-by which is located within close proximity to Rectory farmhouse and there are concerns over its elevated position of lay by with regard to the privacy and security of the holding.			x		N	The width of landscaping has been increased on the south side of the new dual carriageway adjacent to Rectory Farm i.e. between the new dual carriageway including the layby and Rectory Farm. At this stage of the Scheme the specific species which will be planted but the proximity of the farmhouse is noted and it is intended that planting of a substantial and secure nature is specified during detailed design.
Layby Provision	We are concerned that there are not enough safety stopping areas on the new dual carriageway.	x				N	As the new dual carriageway will be designated as an all-purpose trunk road, four pairs of laybys have been included within the Scheme in accordance with Highways England design standards. The verges are wide enough to be used in an emergency.
Layby provision-	I am also concerned about the lay-bys proposed in this				x	N	The new dual carriageway will be designated as an all-purpose trunk road. Highways England design

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adverse effects	area and the subsequent health, environmental and financial impact / the impacts on quality of life.						standards dictate the inclusion of laybys on all all-purpose trunk roads. Their inclusion has been considered as part of the environmental assessment of the Scheme.
Sandy by-pass	Please consider including a reroute of the A1 (west of Sandy)/ to bypass Sandy.				x	N	Direct works on the A1 at Sandy and Beeston are outside of the scope of this Scheme. Highways England will continue to monitor and manage this part of the Strategic Road Network in line with their statutory duty.
Impacts at Sandy	Will the Scheme affect future plans for the A1 at Sandy?				x	N	Direct works on the A1 at Sandy are outside of the scope of this Scheme. Highways England will continue to monitor and manage this part of the Strategic Road Network in line with their statutory duty.
Impact on St Neots	The Scheme will improve access, egress and congestion issues in St Neots.				x	N	Comment noted.
Provision of services	There should be services plotted along the route with options to access services from dual carriageway and re-enter.				x	N	There are existing services at; Caxton Gibbet junction; A421/A6 junction at Bedford; A1 at Buckden; A1 at Sandy.

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Further potential improvements	Please also consider upgrading the A1 from Black Cat roundabout to Brampton Hut.				x	N	Direct works to the A1 are outside of the scope of this Scheme. Highways England will continue to monitor and manage this part of the Strategic Road Network in line with their statutory duty
Local route connectivity	Please build a public road between Caxton Gibbet to the north of the existing dual carriageway to join the Elsworth to Cambourne road at the current right hand turn on this existing road. This would mean that there would be a totally separate road to the new dual carriageway from Maddingly to St Neots. In this way, local traffic would be kept off the main road. Would be safer for cyclists.				x	N	A link is being constructed between Caxton Gibbet and Brockley Road. This is to maintain the existing footway/cycleway that will be severed by the new dual carriageway and will also be a private access for agricultural vehicles. If it were a road for all traffic then it would likely become a rat run.
Scheme Proposals	Would it be easier if the new dual carriageway was to the north of the existing A428 from Eltisley to Caxton Gibbet junction instead of building two new roads?				x	N	The alignment of the dual carriageway was selected based on various criteria to minimise the impact on local communities, landowners and the environment. Land to the north of the existing A428 on the approach to Caxton Gibbet junction is a committed development site (and has planning consent) and therefore we cannot provide a compelling case to

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							acquire it.
Alternative options	Please consider continuing the A421 extension across the railway and continuing in alignment north to connect with the existing A428 at the B1046 junction; as an alternative option.				x	N	The alternative option suggested would not solve the congestion and poor journey time reliability problems on the existing A428.
Access Routes	Please consider easier entry to and from the B1046.				x	N	Traffic currently using the B1046 is anticipated to reduce as a result a result of the Scheme.
Traffic calming measures	Please make the set the National speed limit (70mph) on the new dual carriageway				x	N	Comment noted. The new dual carriageway will be designated as an all-purpose trunk road and the national speed limit will be in force.
Proposed Black Cat junction	Develop the Black Cat roundabout but encourage more use of the new A14 for the Cambridge connection.				x	N	The new dual carriageway will provide a convenient and direct route to Cambridge from the Black Cat roundabout. Highways England envisage that drivers will use the most appropriate route for their journey
Scheme – vertical alignment	The A428 should be built under the A1198 and this should not be affected by the small ground water				x	N	Lowering the vertical alignment of the new dual carriageway at Caxton Gibbet is not desirable as it would sever a watercourse which would then require a pumping station with long-term

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	course. Consider diverting the water course, or move the junction to open fields, southwest of the present Caxton Gibbet junction.						maintenance and cost implications. This also allows the A1198 to remain open during construction which is an important consideration to reduce the risk of major congestion.
Scheme – vertical alignment	It would be better to have the A1198 continuing over the new dual carriageway, either with a tunnel or flyover/ The dual carriageway should be made into an underpass rather than flyover.				x	N	Lowering the vertical alignment of the new dual carriageway (beneath the A1198) would be complex, would bring the road below the water table and would lead to the severance of an existing watercourse and would require a pumped solution with long term maintenance implications.
Height of Flyover	Why do we need a 7 Metre flyover for the new dual carriageway - surely we could raise the current A1198 over the dual carriageway and not need such a large flyover.				x	N	The flyover would be the same height, regardless of whether it carried the new dual carriageway or the A1198. There are engineering constraints governing the vertical alignment in this location, including an existing watercourse.
Noise Impacts at Caxton Gibbet junction	The dual carriageway should be underground at Caxton Gibbet to reduce noise pollution.				x	N	Lowering the vertical alignment of the new dual carriageway at Caxton Gibbet is not desirable as it would sever a watercourse which would then require a pumping station with long-term maintenance and cost implications. Chapter 11, Noise and vibration of the

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							Environmental Statement [TR010044/APP/6.1] reports the predicted construction and operational noise and vibration impacts of the Scheme at the locations identified, where noise modelling has predicted adverse noise impacts from the Scheme as likely to occur. Low noise surfacing materials are proposed across the length of the Scheme, including Caxton Gibbet junction, to reduce the noise impacts resulting from the Scheme.
Chawston Lane	The bellmouth south of Chawston Lane should be made wider for safety reasons.			x		N	Highways England will provide a new access to the field, to modern standards, that is equivalent to the existing field access. As the existing access is relatively narrow it is unlikely that a 6m wide access road can be provided. Swept path analysis will be carried out at the detailed design stage to determine suitable radii at the bellmouth.
Local road network	The eastbound slip road at the B1040 to St Ives Road should be reinstated.				x	N	Traffic modelling suggests that an eastbound slip road at the B1040/Eltisley is not needed and it would also be too close to the start of the eastbound off-slip road at Caxton Gibbet.
Existing road network	The Scheme should make better use of the existing route.				x	N	The alignment of the existing A428 does not comply with modern design standards and has a large number of direct accesses onto it which would cause a significant safety issue.

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Proposed route alignment	The new dual carriageway should be straightened.				x	N	The route of the new dual carriageway has to be designed to avoid environmental constraints, both natural and man-made.
Scheme proposals	The proposed route will enable easy access from St Neots to the A1 north/south/ to Bedford and Cambridge.				x	N	Comment noted.
Proposed route alignment	Considering the extent of the 70m forward visibility splay and the need for a widening on tight radii curves, a new alignment was sketched using radii of 54m and 100m (drawing reference 1368-WSP-00-XX-SK-CV0001 P02). This value allows for more flexibility around the central section of the Scheme without compromising forward visibility, swept path analysis or safety.				x	N	These comments have been noted and have been acknowledged through our ongoing communication since statutory consultation. The northern section of the Roxton Road link has been designed to Manual for Streets standards.
Proposed route	The re-alignment of the				x	N	Comment noted.

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alignment	B1046 near Eynesbury Plant Hire will also eliminate a very dangerous junction and improve visibility along the new section of B1046, near the Abbotsley Golf Club turn onto Potton Road.						
Local road network	The Scheme limits connectivity to the south, specifically to the north, south and east of the village of Tempsford, an area that has been identified as a 'Future Location For Growth' as part of the draft Central Bedfordshire Local Plan.			x		N	The design of the Scheme and the land required for it can only be based on developments that are committed to in the Local Plan. Land to future proof the Scheme cannot be included as the case for compulsory acquisition cannot be justified.
Impact on St Neots	The Scheme positively bypasses St Neots.				x	N	Comment noted.
Junction design	The Scheme provides much needed grade separation.				x	N	Comment noted.
Proposed route alignment	The Scheme should avoid St Neots with a straight road.				x	N	The Scheme does bypass St Neots, but makes best use of the existing A428 corridor in order to reduce environmental impact on more sensitive areas elsewhere.

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Route access	There needs to be a better route onto the A1 at St. Neots.				x	N	The Cambridge Road junction onto the new dual carriageway will provide an attractive and alternative route to gain easy access to the A1. The current accesses from St Neots onto the A1 will remain in place.
Integration with other infrastructure	What impact will the new dual carriageway have on the proposed Oxford/Cambridge rail link?				x	N	East West Rail announced their preferred route corridor for the section between Bedford and Cambridge in 2019. The specific alignment for this section is still being defined. East West Rail intend to consult on their preferred option in 2021. Highways England has continued to engage with East West Rail, and baseline information has been shared as appropriate. However, the projects are independent of each other, and this Scheme is subject to a separate consent (under the Development Consent Order process). Given the East West Rail Scheme is at an early stage of development, it is not appropriate for this Scheme to make specific provision for any new infrastructure which may be required as part of the East West Rail scheme. Highways England will continue to work with East West Rail and local stakeholders to ensure that the planning and delivery of these transformative projects is coordinated where appropriate.
Road standards	Why aren't you referring to the new dual carriageway				x	N	The new dual carriageway will not be designated as a motorway. It will be designated as an all-purpose

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	as a motorway?						trunk road.
Road standards	Wouldn't a single carriageway be sufficient rather than the A428 dual carriageway?				x	N	The traffic modelling suggests that a dual 2-lane carriageway is required to cater for the forecast growth in traffic flows.
Route alignment	Toseland to Eltisley road veers too much towards Yelling. It should be straightened and taken through the small spinney.				x	N	The route of the new dual carriageway has been designed to make use the natural depression created by Gallow Brook, it also allows it to be further from the village of Croxton than the existing A428. It is still approximately 1.8km from Toseland.
Scheme proposals	The Scheme will encourage traffic from St. Neots to join the new dual carriageway either from the existing A428, or from the B1428 Cambridge Road near the "loves Farm" development.				x	N	The Cambridge Road junction has been included in the Scheme as it offers the most direct means of allowing St Neots traffic to join the new dual carriageway.
Route alignment	The new dual carriageway should be close to the existing road to minimise the use of a fresh route corridor. Existing road can be used for diversions due to closure of dual carriageway for				x	N	The alignment of the existing A428 does not meet modern design standards in many places, making it difficult to follow the existing route. Also, to do so would require clearance of trees and spinneys, which has been avoided with the preferred alignment for the new dual carriageway.

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	accidents and road works.						
Local road network	At Caxton, there is no road support for hospitals in the area, e.g. Papworth.				x	N	The new dual carriageway will improve access and journey time reliability which will benefit all in the area.
Route access	I think the new dual carriageway should have at least one more junction between the Black Cat junction and the Caxton Gibbet junction. The current layout will lead to there being a long stretch with no exit, which will, in turn, lead to an undesirable situation for those stuck on this section in the event of an accident causing a blockage.				x	N	Emergency access and egress points have been included in the design at Potton Road approximately mid-way between the Black Cat junction and Cambridge Road junction and at Toseland Road, approximately mid-way between the Cambridge Road junction and Caxton Gibbet junction. These will be gated and made to be unobtrusive in order to prevent misuse, but will be available to allow emergency service access to the new dual carriageway or to allow vehicles to be evacuated if needed.
Road standards	All junctions and bridges must meet the Abnormal Indivisible Load requirements.				x	N	The junctions and bridges have been designed to current Design Manual for Roads and Bridges requirements.
Support for design - Black Cat	The Scheme will improve access, safety and congestion issues at the	x		x		N	Comment noted.

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	Black Cat junction.						
Support for design -Black Cat	The best option at Black Cat was chosen.	x			x	N	Comment noted.
Black Cat junction improvements	The current junction at Black Cat is congested, dangerous and unfit for purpose.				x	N	As a result of the Scheme, road safety will be improved, congestion will reduce and journey times will decrease and be more reliable.
Free flowing traffic	Please consider more free flow link roads between the northern, southern and western arms of the A1, A421 and A428; at Black Cat in both directions.			x	x	N	A free-flow link is provided for traffic from the A421 eastbound to the A1 northbound. To provide free-flow links for the other traffic movements would require the junction to become an interchange, which would require a four level junction and would be similar to a motorway interchange such as that between the M1 and M25. The traffic modelling undertaken as part of the Scheme does not support the need for an interchange.
Scheme proposals	The Scheme will improve safety / access / journey times / free flowing traffic from the Black Cat junction along the A1/A421/A428.				x	N	Comment noted.
Proposed Black	The proposed Black Cat junction should allow for the				x	N	The A1 at Black Cat junction will be free-flowing, therefore this does not prohibit any future changes

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Cat junction	future widening/upgrade of the A1.						to the designation of the A1 in this location.
Proposed Black Cat junction	The Black Cat junction should be designed to ensure free flowing Traffic.				x	N	The A1 will be free-flowing and will pass beneath the new gyratory. The new dual carriageway will be free-flowing and will go over the new gyratory.
Scheme proposals	The slip road from A421 to A1 north, bypassing Black Cat is welcome / needed.				x	N	Comment noted.
Local road network	There should be an improved, direct route from the southbound A1 via the A421 to Bedford.				x	N	If a free flow link were constructed this would require a four level junction and much greater landtake, with a consequential increase in the environmental impact of the junction on the surrounding area.
Local road network	It is not clear how one can travel to Roxton/east from the northbound A1 via the Black Cat junction.				x	N	A1 northbound traffic wishing to go to Roxton will use the new A1 northbound off-slip road and will turn immediately left to gain access to Bedford Road and from there to Roxton, in a very similar manner to the existing arrangement. A1 northbound traffic wishing to go east towards Cambridge, will use the new A1 northbound off-slip road and will use the new gyratory to access the new dual carriageway eastbound on-slip road.
Proposed Black	The Black Cat proposals will hinder plans to make J10 to				x	N	The A1 at Black Cat junction will be free-flowing, so if in the future it was decided to designate the A1 as

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Cat junction	J14 part of the A1M motorway.						a motorway then this would still be possible.
Road standards	Provisions for upgrading the A1 to a motorway status through realignment of the Black Cat further West, should be considered.				x	N	The interventions suggested are outside of the scope of this Scheme. The A1 at Black Cat junction will be free-flowing, therefore this does not prohibit any future changes to the designation of the A1 in this location
Route alignment	The Black Cat junction needs to be further to the west to allow for the A1 to be brought up to modern standards.				x	N	If the Black Cat junction were moved west of its current location then a new section of A1 would be needed to the west of Chawston. This is beyond the scope of this Scheme.
Proposed Black Cat junction	The Black Cat junction should be a grade separated junction.				x	N	Comment noted. The proposed Black Cat junction is a grade-separated junction.
Free flowing link between A1 and A428	The lack of free flowing connection between the southbound A1 and the A428 is an issue; but given it is not yet known what will happen with the A1 Baldock to Brampton, it seems reasonable to consider this movement as part of a later scheme. Well-designed slip				x	N	A free-flow link between the southbound A1 to the westbound A421 would require a four level interchange. This would require considerably more land, with associated cost and impacts on local receptors, and a more complex and lengthy construction programme.

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	roads are recommended.						
Sandy by-pass	The alignment of the A1 should not be changed when Sandy and Buckden are bypassed.				x	N	Direct works on the A1 at Sandy and Beeston are outside of the scope of this Scheme. Highways England will continue to monitor and manage this part of the Strategic Road Network in line with their statutory duty.
Proposed Black Cat junction	It will be almost impossible/difficult to travel south on the A1 from Roxton via the proposed Black Cat junction.				x	N	It is anticipated that the entry onto the roundabout from Bedford Road will make use of the inter-green periods in a similar manner to the present situation, this means that this entry will not be light controlled and traffic will be able to enter when other entries are on red. The traffic modelling undertaken as part of the transport assessment indicates that this approach is fit for purpose. This is reported in the Transport Assessment [TR010044/APP/7.2].
Proposed Black Cat junction	The underpass design of the A1 positively reduced the height of the overall Black Cat junction.				x	N	Comment noted.
Proposed Black Cat junction	My experience with the Milton interchange on the A14 is that on a signalised roundabout where not all entry points are signalised is that those that do not				x	N	It is anticipated that the entry onto the roundabout from Bedford Road will make use of the inter-green periods in a similar manner to the present situation, this means that this entry will not be light controlled and traffic will be able to enter when other entries are on red. The traffic modelling undertaken as part

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	have traffic control can have trouble joining the roundabout when traffic backs up around the roundabout during peak times.						of the transport assessment indicates that this approach is fit for purpose. This is reported in the Transport Assessment [TR010044/APP/7.2].
Provision of services	Concern around loss of services at Black Cat/impact on owners			x	x	N	Highways England standards suggest that services or fuel filling stations should ideally be no more than 28 miles (45km) apart. On the A1 there are services at Sandy and Buckden, which are approximately 12 miles (19km) apart. There are services at Caxton Gibbet and at the A421/A6 junction south of Bedford, which are approximately 20 miles (32km) apart. Highways England will continue to liaise with affected land owners.
Alternative options at the Black Cat	The A1 underpass should be upgraded to a dual three lane motorway.				x	N	Traffic modelling suggests that there is no need for the A1 to be upgraded to three lanes in each direction at this location.
Alternative options at the Black Cat	The A1 should be upgraded to a dual three lane motorway.				x	N	The traffic modelling does not suggest that three lanes are required. To do so would require additional land which cannot be acquired without a compelling case to do so.
Black Cat junction proposals	The proposed Black Cat junction looks quite complex to navigate.				x	N	The signing will be designed to modern standards to allow road users to make informed and early decisions.

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Proposed Black Cat junction	We request that the length of the two lanes exiting from the C44 onto the new Black Cat junction be lengthened to allow queue of at least four vehicles.	x			x	N	The operation of the C44 Bedford Road entry onto the roundabout will be assessed as part of the overall traffic assessment. If additional queue length is required it will be added.
Black Cat silhouette	Please retain or find somewhere to keep the cat silhouette.	x			x	N	The existing Black Cat sign located at the Black Cat roundabout will be removed, stored and reinstated at an appropriate location at the new Black Cat junction. For more details see the archaeological Management Plan which forms Appendix J of the First Iteration Environmental Management Plan [TR010044/APP/6.8].
Proposed Black Cat junction	I suggest you make the Black Cat a flyover between A1 and A428.				x	N	The A1 will be free-flowing and will pass beneath the new junction. The new dual carriageway will be free-flowing and will go over the new junction.
Increased congestion	The present congestion, pollution, accidents and delays on the A1 will increase because of this scheme.				x	N	The traffic impacts of the Scheme on key junctions of the A1 in the proximity of the Scheme have been assessed and the detailed results reported in the Transport Assessment Annex [TR010044/APP/7.3].
Proposed Black Cat junction	Entry to the Black Cat junction from Roxton will be made difficult by traffic travelling west from the				x	N	It is anticipated that the entry onto the roundabout from Bedford Road will make use of the inter-green periods in a similar manner to the present situation, this means that this entry will not be light controlled

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	northbound/southbound A1.						and traffic will be able to enter when other entries are on red. The traffic modelling undertaken as part of the transport assessment indicates that this approach is fit for purpose. Refer to the Transport Assessment [TR010044/APP/7.2].
Signal controls	Will the Black Cat junction have traffic lights?				x	N	There will be traffic signals at the ends of the southbound and northbound off-slip roads, with corresponding traffic signals on the new Black Cat junction.
Free flowing A1	The current design is better than it was, but a free flowing A1 with a roundabout underneath is so much better and will eliminate journey times significantly.				x	N	The A1 is free-flowing beneath the new gyratory and the new dual carriageway is free-flowing above the new gyratory. If the A1 were above the gyratory it would mean that the A428 would have to be even higher, with increased visual impact on the surroundings, or it would need to be beneath the gyratory and would be liable to flooding from the River Great Ouse as the low level of the road would extend into the flood plain.
Wyboston bypass	Please consider bypassing Wyboston. The southbound BP and McDonalds slip road onto the A1 is too short and dangerous.				x	N	To comply with modern design and safety standards the filling station slip road is to be converted into a local road that will allow vehicles leaving the filling station to travel to the new Black Cat gyratory rather than directly accessing the A1.
Alternative options	At Black Cat, option A would have been preferable				x	N	Option C was selected as it was the best performing option. The assessment of the options considered

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	in terms of congestion and subsequent air quality impacts.						safety, customer use and value for money and Option C scored most favourably.
Free flowing traffic between A1 and A421	I did wonder whether the slip road from the Northbound A1 towards Bedford could have split before the new roundabout so that traffic onto the A421 west would flow more freely.				x	N	The traffic modelling undertaken as part of the development of the Scheme suggests that a free flow link from the A1 northbound onto the A421 westbound is not required. The latest forecasts are documented in the Transport Forecasting Report, which is detailed in Appendix C to the Combined Modelling and Appraisal Report [TR010044/APP/7.10] and the Transport Assessment [TR010044/APP/7.2], which includes details of the traffic assessment.
Scheme proposals at Black Cat	Shame that you didn't believe my incredulity at a consultation in Great Barford on widening Black Cat, that any solution involving dual use of the A1 and a flat crossing was doomed to fail, whatever your computer model said.				x	N	The Black Cat junction will be a three-tier junction, with the new dual carriageway free-flowing over the top, the A1 free-flowing underneath, with a new gyratory and slip roads in between to allow access in all directions. The traffic Modelling undertaken as part of the Scheme indicates that this level of intervention (alongside the new dual carriageway) is required in order to cater for forecast future traffic flows and to meet the demand of future development. The latest forecasts are documented in the Transport Forecasting Report, which is detailed in Appendix C to the Combined Modelling and Appraisal Report [TR010044/APP/7.10] and the and the Transport Assessment [TR010044/APP/7.2], which includes details of the

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							traffic assessment.
Tempsford Bends	Concerns regarding the sharp bends on the narrow bridge over the river of the A1 prior to the Black Cat.				x	N	The removal of the bends on the A1 near Kelpie Marina would require further compulsory acquisition of land, the construction of a new bridge and a new length of road would need to be constructed, all of which are beyond the scope and budget of the Scheme.
A1 northern approach, via old bridge	The alignment on the A1 northern approach via the old bridge is poor; however, it is accepted that this falls outside the scope of the Scheme. The A1 northern approach via the old bridge needs to be improved.				x	N	The removal of the bends on the A1 near Kelpie Marina would require further compulsory acquisition of land, a new bridge and a new length of road would need to be constructed, all of which are beyond the scope and budget of the Scheme.
Potential future developments	If the construction goes ahead as planned it will be very difficult if not impossible to deal with the bridge at Roxton (Kelpies Corner) and to replace the old bridge which has been the scene of many accidents over the past few years and this will continue.				x	N	The removal of the bends on the A1 near Kelpie Marina would require further compulsory acquisition of land, the construction of a new bridge and a new length of road would need to be constructed, all of which are beyond the scope and budget of the Scheme.

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Junction alignment	Realignment to the east south of Wyboston would allow the three-tier junction to be created alongside rather than in place of the existing junction.				x	N	Realignment of this nature would require realignment of the A1 south of Black Cat and construction of a new bridge over the River Great Ouse. This is beyond the scope of the Scheme.
Proposed Black Cat junction	The new roundabout at Black Cat is too big and the corners too tight.				x	N	The new roundabout at Black Cat junction has been designed to the relevant design standards for the longest road legal vehicles.
A1 route alignment	By keeping the existing A1 at Black Cat on its current path, you are complicating construction works.				x	N	Without having a significant and permanent impact on residential properties it is not practicable to completely re-route the A1 at the Black Cat junction.
Road alignment	The alignment of the proposed private road (SE of Black Cat) should cross the A1 via a bridge to join the Bedford road.				x	N	The provision of a bridge for this access track over the A1 northbound and southbound carriageways cannot be justified on safety or economic grounds.
Signage	Clear signage is important in reducing traffic. Currently the lanes on the roundabout when coming from Bedford are confusing for drivers not familiar with the road and there are no advance signs				x	N	The signing will be designed to the relevant standards to allow road users to make informed and early decisions.

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	indicating which lane to use.						
Impact of proposed scheme	I don't understand how this will work given the large number of buildings in the vicinity: services / petrol station, businesses etc. Will these be adversely affected? The fly through video and booklet shows grass and trees present only, no dwellings at all.				x	N	There will be direct impacts to properties at the Black Cat Junction. It is not possible to retain these due to the requirement for land to construct the Scheme.
Alternative options	The Scheme should include an easterly or westerly 3 lane Motorway standard Bypass to the start of the St Neots Bypass at Eaton Socon junction on the A1 northwards.				x	N	The traffic modelling suggests that a three-lane carriageway is not required. To provide this would require more land and we cannot provide a compelling case to take this land. The latest forecasts are documented in the Transport Forecasting Report, which is detailed in Appendix C to the Combined Modelling and Appraisal Report [TR010044/APP/7.10] and the Transport Assessment Annex [TR010044/APP/7.3], which includes details of the wider junction assessment.
Road standards	The Black Cat junctions and bridges must meet the Abnormal Indivisible Load requirements.				x	N	All grade separated junctions and bridges on the new dual carriageway have been designed to the current Design Manual and Bridges requirements.

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Proposed Black Cat junction and increased congestion	I am concerned about the proposed design of Black Cat and the congestion which will be caused by closing access from road junctions/private access roads and rerouting all traffic along minor roads, ending at the T-junction between Roxton and Bedford Road.				x	N	The traffic modelling undertaken as part of the development of the Scheme indicates that the design will meet capacity. The latest forecasts are documented in the Transport Forecasting Report, which is detailed in Appendix C to the Combined Modelling and Appraisal Report [TR010044/APP/7.10] and the Transport Assessment [TR010044/APP/7.2], which includes details of the traffic assessment.
Junction design at A421 to A1 Northbound	Is there really a need for the dedicated left-turn lane from A421 to A1 northbound? Can they not use the junction like the 3 other ways. I see there is a new road (9) for access to the BP station and Great North Road to Black Cat junction but how will we access the filling station? If that is off the A1 then why can't there be a feed in lane like there is now?				x	N	Traffic modelling suggests that the dedicated free-flow link from the eastbound A421 to the northbound A1 is essential due to the large numbers of vehicles that travel northbound up the A1. The entry into the filling station on the southbound A1 is unaffected by the Scheme, it is only the exit that is being altered for road safety reasons associated with the new A1 southbound off-slip road. The latest forecasts are documented in the Transport Forecasting Report, which is detailed in Appendix C to the Combined Modelling and Appraisal Report [TR010044/APP/7.10] and the Transport Assessment [TR010044/APP/7.2], which includes details of the traffic assessment.
Proposed Black Cat junction	The eastbound exit at the Black Cat from the A428 is too narrow and will be easy				x	N	All the slip roads are designed to current standards and will be suitable for the volume of traffic that is anticipated to use them. The eastbound off-slip at

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	to miss. A normal full width slip road would be much better.						Black Cat will have a two-lane section, each lane being 3.65m wide lane with a 1.0m hard strip. A 3.7m wide free flow link (with 3.3m hard shoulder) then diverges from this slip road, heading directly to the A1 northbound, whilst the two-lane slip road continues to the Black Cat roundabout.
Scheme proposal	The Black Cat will primarily provide access to future buildings on land to the south east, rather than improve the two main roads. Similar dual purpose roundabouts on the A421 at Kempston and A6 north of Bedford have failed dismally.				x	N	The purpose of Black Cat junction is to make the new dual carriageway and A1 free flowing and to allow traffic on either road to travel north, south, east or west from Black Cat.
Existing services	Will the Travelodge, services and current Shell on the Black Cat roundabout be removed as part of the redesign?				x	N	The improvements at Black Cat cannot be implemented if the services are retained.
Proposed Black Cat junction	A full cloverleaf junction may have been more appropriate than the proposed Black Cat.	x				N	A "cloverleaf" type junction would be a four level interchange that would require considerably more land and would have a very significant environmental impact on the area. There will be traffic signals at the ends of the southbound and

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							northbound off-slip roads from the A1, with corresponding traffic signals on the new Black Cat gyratory. It is anticipated that the entry onto the gyratory from Bedford Road will make use of the inter-green periods in a similar manner to the present situation.
Road standards at the BP garage egress	The new BP garage egress proposals include 6 departures from DMRB. This must be justified.			x		N	DMRB standards only apply to trunk roads and motorways.
Merge of A1 northbound and A421 eastbound	One clear issue in the design is the freeflow lane from A421 eastbound onto A1 northbound. The volume of traffic travelling in that direction is going to find it difficult to merge onto the A1 northbound if a) the A1 is only dual carriageway at this point, b) the filter lane onto the A1 is as short as is indicated on the flythrough and c) if the traffic from the Roxton junction is joining shortly thereafter. It may be that much of the traffic continue eastbound on the				x	N	The merge onto the A1 northbound from the A421 eastbound will be designed to current standards.

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	A421 mitigating this issue.						
Route access	Closing the existing access from Wyboston to the A1 will cause significant inconvenience to all local residents.				x	N	The current access to the A1 from The Lane, Nagshead Lane and Chawston Lane is already hazardous. At the new Black Cat junction the A1 will be free flowing, so there will be far fewer gaps in the traffic than at present, meaning that those wishing to join the A1 from the existing accesses will not be able to do so safely. The new northbound on-slip road is close to all of these existing junctions. The existing junctions will be dangerous for those exiting them and for those on the A1, so there is no alternative but to close them. However, the Roxton Road link to the Black Cat junction from Wyboston via Roxton Road and Bedford is provided as part of the Scheme to maintain access.
Road safety	The current Black Cat design acts as a 'slowing feature' for northbound A1 traffic around the Ancient Monument Tempsford Bridge. A free-flowing Black Cat Interchange, even with the retention of the current 60mph speed limit, may increase speeds through the bends with the potential for regular overturning HGVs. The original design				x	N	The existing warning signs, road markings and 60mph speed limit will remain in place. The removal of the bends on the A1 near Kelpie Marina would require further compulsory acquisition of land, the construction of a new bridge and a new length of road would need to be constructed, all of which are beyond the scope and budget of the Scheme.

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	(approx. 1999ish) included a new northbound carriageway alongside the current southbound carriageway thus removing traffic from the bridge.						
Proposed Black Cat junction	Entry to the Black Cat junction from Roxton will be made difficult by traffic travelling north from the new dual carriageway .				x	N	It is anticipated that the entry onto the roundabout from Bedford Road will make use of the inter-green periods in a similar manner to the present situation, this means that this entry will not be light controlled and traffic will be able to enter when other entries are on red. The traffic modelling undertaken as part of the transport assessment indicates that this approach is fit for purpose. Refer to the Transport Assessment [TR010044/APP/7.2].
Potential for speeding	Vehicles crossing the old bridge south of Kelpie Marina will now potentially speed as a result of existing obstructions at Black Cat being alleviated.	x				N	The existing warning signs, road markings and 60mph speed limit will remain in place.
Scheme proposals	The junction is in the wrong place considering the 1994 proposal to relocate the A1 further west. This should also be built from A1 J10 to				x	N	This Scheme, including the Black Cat junction, is for the improvement of the existing A428 corridor, additional works such as those suggested are outside of the scope of this Scheme.

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	J14 as a matter of urgency. This section of road is the worst and most dangerous between London and Newcastle!						
Impacts of Black Cat junctions	As the new junction will be 'bigger' (p. 24) and involve building new local-access roads, it will therefore not only involve considerable loss of existing undeveloped land but, with two slip-road bridges crossing the A1 in addition to the A421 dual-carriageway bridge, it will be both visually and aurally intrusive (especially for residents of Roxton, Chawston and Tempsford).				x	N	The three-tiered junction at Black Cat is necessary to cater the volume of traffic that is anticipated and to allow all movements between the A421, the new dual carriageway and the A1 in all directions. The A1 will be below existing ground level which will help to minimise the visual and noise impact of the junction on the surrounding area.
Cambridge road option	The best option for the Cambridge Road junction was chosen/scheme will improve access				x	N	Comment noted. The Cambridge Road junction allows traffic from St Neots to easily access the new dual carriageway and will assist in separating strategic/commuting traffic from local traffic.
Access to the new northern roundabout at	Access onto the new northern roundabout of the Cambridge Road junction,	x			x	N	The design has been checked and complies with all Highways England DMRB requirements.

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Cambridge Road	for east bound flow from the B1428 Cambridge Road will be difficult.						
Consider widening not rerouting the road	I do not think that the road should be re-routed, but instead widened, and therefore the design of the Cambridge Road junction would differ in line with this. I would suggest that a bridge needs to be built over the existing road, which can lead to a slip road on either side for vehicles turning right onto the A428 (in either direction).				x	N	Widening the existing A428 rather than building the new dual carriageway would be highly problematic. The existing alignment is substandard and it has numerous side roads and residential properties connecting onto it that would not be allowed to access a dual carriageway, and therefore these accesses would need to be closed limiting local connectivity.
Roundabouts at Cambridge junction	Concerned about the roundabouts on the existing A428 at Cambridge junction. The two small roundabouts are dangerous to enter. It would be safer and more effective to have a single roundabout at the Cambridge Road junction / use the existing one.				x	N	A single roundabout at Cambridge Road would require two bridges and use more land. Traffic modelling does not suggest that a large single roundabout is required. The existing roundabout cannot be used as overhead powerlines are too close by to construct the grade separated junction at this location.

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Improved connectivity to St Neots	A link between the Cambridge Road Junction and St Neots is important, given the planned growth in housing.				x	N	Comment noted.
Junction alignment	Cambridge junction should have been designed further west of Wintringham.				x	N	Moving the junction to the west may have resulted in a greater land take due to the location of the overhead power lines. Moving it further west would have required longer realignments of the existing A428, with associated additional land take and increased local traffic disruption.
Cambridge Road junction	Please remove / do not build the junction at Cambridge road to save money and prevent rat-running occurring through St Noets, along the Cambridge Road.				x	N	The Cambridge Road junction is an integral part of the Scheme and creates significant benefits in journey time reduction and will help reduce rat-running by allowing traffic to access the strategic road network directly.
New dual carriageway at Wintringham Farm	The new dual carriageway should be 4-6m below ground as it passes behind the houses at Wintringham Farm.				x	N	At its lowest point, in the centre of the Cambridge Road junction, the new dual carriageway is approximately 6.2m below existing ground level. At its closest point to Wintringham Farm it is approximately 1.3m below existing ground level. The new dual carriageway road could not have been lowered any further without causing drainage problems.

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Cambridge Road bypass	I suggest a lane to bypass the Cambridge Road roundabout directly onto the new dual carriageway towards Cambridge.				x	N	Traffic modelling suggests that an eastbound free-flow link to the new dual carriageway is not needed at the Cambridge Road junction. Further details of the assessment of Cambridge Road junction are reported in the Transport Assessment [TR010044/APP/7.2].
Roundabout alignment	I am concerned the angle of the mini roundabouts proposed at the Cambridge Road Junction is too tight.				x	N	The roundabouts throughout the Scheme have been designed to the relevant standards.
Cambridge Road junction alignment	The Cambridge Road junction is too close to Eynesbury - it should be further south/east.				x	N	Cambridge Road junction is approximately 2.5km from Eynesbury. Moving the junction south and east would have no benefit to Eynesbury but would result in increased land take and greater environmental impact.
Cambridge Road junction	The northern roundabout at Cambridge Road junction is too close to the existing B1428 roundabout. Please consider merging the two.				x	N	Merging the two roundabouts into one would not be practical and would require at least 6 arms. This would require the roundabout to be considerably larger, with associated complexities during construction, and increased local road disruption.
Cambridge Road junction design	The design of the Cambridge Road junction will enable easy access for St Neots traffic, whilst taking				x	N	Comment noted.

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	into consideration future growth of Loves Farm.						
Signage	Ensure signs on the all approaches to the Cambridge Road junction are located to give enough decision-making time				x	N	The signs will be located according to the relevant design standards, taking the typical speed of approaching vehicles into account so that there is sufficient time to make informed decisions as to which direction to take.
Access to Wintringham Estate	Please consider an additional roundabout between the new Cambridge junction and the Tesco junction, to improve access to the Wintringham Estate.				x	N	The developers of the Wintringham site will be required to provide a new roundabout such as that described in order to fulfil their planning obligations.
Road crossings	The crossings need to be set back from the Cambridge Road junction roundabouts to enable clear views of approaching traffic (for cyclists) before crossing - there needs to be a 3m deep refuge between lanes.				x	Y	The design in this area has been revised since the statutory consultation, the crossings are set back for the Cambridge Road junction. However, refuges are not required at Cambridge Road as the road width is sufficient to cross in one movement, a per design standards.
Cambridge road junction	The design of the Cambridge Road junction away from the existing A428				x	N	Comment noted.

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	roundabout hides it from view of the new housing developments.						
Free flow link between St Neots and existing A428	I would like to see a road solution so that driver from St Neots driving towards Cambridge on the existing A428 can join the new dual-carriageway, without the need to pass two separate roundabouts to join that road please.				x	N	The traffic modelling suggests that a free-flow link at Cambridge Road junction onto the eastbound A428 is not required. To do so would require the compulsory acquisition of additional land which would not be justifiable.
Cambridge Road junction	A link to the new dual carriageway from new developments at Cambridge Road junction would be sensible.			x		N	Footways are provided at the new Cambridge Road junction to allow safe passage through the junction.
Cambridge Road junction	The design of the Cambridge Road junction will incur millions in future costs to businesses.				x	N	The design of the Cambridge Road junction is suitable for the volume of traffic anticipated to use it. Highways England cannot take more land to construct a larger junction if there is not a compelling case to do so.
Cambridge road junction design	I do not think that the road should be re-routed, but instead widened, and				x	N	The alignment of the existing A428 does not comply with modern design standards and has a large number of direct accesses onto it which would

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	therefore the design of the Cambridge Road junction would differ in line with this.						cause a significant safety issue. The existing A428 will be de-trunked and become part of the local road network.
Route access	How will traffic from Loves farm access the new dual carriageway?				x	N	The new junction at Cambridge Road will allow traffic from St Neots to access the new dual carriageway.
Road standards	Hopefully the two run-ins at this junction will be sufficiently long to allow safe merging of the traffic and not short run-ins as at Cambourne to A428 westbound and Enterprise Cafe/ Dry Drayton/ Scotland Farm to A428 westbound.				x	N	The slip roads have been designed to current Design Manual for Roads and Bridges standards.
Wintringham Development	The new development at Wintringham includes for two new entries onto roundabouts on Cambridge Road and this will slow down the existing traffic flowing towards St Neots as well as introducing additional vehicles trying to enter St Neots (station).				x	N	Highways England is not responsible for the Wintringham development or for the local roads that lead into St Neots. The traffic generated by the development has been taken into account within the traffic modelling and in the design of the new dual carriageway and junctions.

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Proposed Caxton Gibbet junction	The Scheme will improve access, safety and congestion issues at the Caxton.				x	N	Comment noted.
Existing Caxton Gibbet junction	The current junction at Caxton Gibbet and associated service accesses are congested, dangerous and unfit for purpose.				x	N	Comment noted.
Preferred option	The best option for Caxton Gibbet was chosen.				x	N	Comment noted.
Roundabout northwest of existing Caxton Gibbet roundabout	I'm not clear on the need or purpose of the additional roundabout on the A1198, north of the existing Caxton Gibbet roundabout. It looks like it will complicate access to Papworth and Royston.				x	N	A new roundabout is required north of the new dual carriageway to facilitate all movements at the new Caxton Gibbet grade separated junction.
Route access	Please consider providing separate access from the main roundabout instead of the additional 2 way road section, at Caxton Gibbet.				x	N	Our design allows for free flow of traffic passing through the Caxton Gibbet and a grade separated junction tying into the A1198.

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Free flowing A428	Please revert back to original plans of a straight freeway across the A428.				x	N	The new dual carriageway will be free-flowing and passes above the Caxton Gibbet junction on a flyover.
Services access from Caxton Gibbet junction	Consideration should be given to providing a direct access to/from services to the Caxton Gibbet junction.				x	N	It is vital for the operation and safety of the new dual carriageway that there are no direct accesses to or from it. The slip roads at Caxton Gibbet junction will allow easy and safe access to the services for those that need to use them.
Free flowing traffic at Caxton Gibbet junction	Traffic at Caxton Gibbet should be free flowing.				x	N	The new dual carriageway will be free flowing. The traffic modelling does not suggest that the A1198 needs to be free-flowing. Creating a free-flowing A1198 would require a three level junction as at Black Cat which would take much more land and would have a significant impact on costs the environment.
Road safety	The new design of Caxton Gibbet will increase collisions with traffic exiting the drive-through crossing faster moving traffic heading towards Cambourne/Royston.				x	N	Traffic leaving the restaurant/services site will not be affected by the Scheme and the existing access/egress arrangements will remain as they are.
Proposed Caxton Gibbet	The new design could have been better, especially for traffic accessing / exiting				x	N	The new dual carriageway has no interaction with the services at Caxton Gibbet. The services access and egress to/from the A1198. This road is not part

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junction	services at Caxton Gibbet.						of the Highways England network and is under the jurisdiction of the local highway authority.
Proposed Caxton Gibbet junction	The smaller roundabout at Caxton Gibbet would be better combined to create one larger roundabout.			x	x	N	The additional roundabout, to the northwest of the fuel filling station at Caxton Gibbet, allows traffic to enter and exit the filling station and then, if they do not wish to head west on the new dual carriageway, can turn around at the roundabout to head in the desired direction. It also allows for an agricultural access to be created into fields on the south side of the filling station.
Proposed Caxton Gibbet junction	Please consider either building one large roundabout at Caxton Gibbet or an east bound services area, to prevent congestion caused by the double roundabout proposed for eastbound traffic. Also ensure sufficient signage.				x	N	Traffic modelling suggests that the proposed dumbbell arrangement will perform adequately and minimise the amount of land required to be compulsorily purchased for the Scheme. Signage will be implemented in accordance with design standards.
Alignment of service exits at Caxton Gibbet	Suggest moving service exits onto Caxton Gibbet junction further south.				x	N	The design of the Scheme maintains access and egress for the services at Caxton Gibbet allowing road users to exit and rejoin the new dual carriageway safely.
Proposed	The arrangement of slip				x	N	The junction will be signed to make the layout of the

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Caxton Gibbet junction	roads at Caxton Gibbet looks complicated to navigate.						junction and slip roads as clear to road users as possible.
Alternative options	The land at Caxton Gibbet would be better used to build a new railway/bus way.				x	N	Highways England recognise that Cambridgeshire County Council is actively seeking a multimodal transport solution. The Cambridge to Cambourne Scheme has a recognised funding avenue which is separate to this Scheme. In the absence of future provision being defined and/or included within local planning it is not possible to hold land for this purpose.
Proposed Caxton Gibbet junction	Caxton Gibbet should be 3 tiered like Black Cat proposal.				x	N	Traffic modelling does not suggest that a three-tiered junction as Caxton Gibbet is needed and without suitable justification land cannot be acquired compulsorily to construct such a junction.
Service provision	Seems a bit of a missed opportunity not to include the services into the roundabout somehow to avoid difficult right turns out of the services on a roundabout exit. Can an exit to the services not be added to the westbound A428 exit slip road to eliminate the need for uncontrolled right				x	N	There are existing services at; Caxton Gibbet junction; A421/A6 junction at Bedford; A1 at Buckden; A1 at Sandy and therefore there is insufficient justification to provide further services as part of this Scheme is not required.

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	turns?						
Proposed Caxton Gibbet junction	The A428 at Caxton Gibbet should be a flyover.				x	N	The A428 will be free-flowing and passes above the Caxton Gibbet junction on a flyover.
Alignment of A428 at Papworth	I am concerned about new plans to move the A428 closer towards Papworth at Caxton and the proximity to the services located here.				x	N	The new alignment of the A428 only moves 100m north of its current location at Caxton Gibbet and is still 1500m south of Papworth Everard. The existing services are unaffected by the new dual carriageway.
Free flowing A428	It is essential that the A428 is free-flowing, as now proposed, rather than being interrupted by a signal-controlled roundabout as proposed at one stage.				x	N	There are no proposals to use traffic signals at the Caxton Gibbet junction, although signalised pedestrian crossings may be required.
Proposed Caxton Gibbet junction	The design must make sure that the existing A428 road gives traffic flow to enter new dual carriageway, not a hard slip road. Thus, a temporary third lane that later merges into two for existing A428 traffic to two to keep flow would be best.				x	N	The design of Caxton Gibbet junction has been prepared to relevant design standards and traffic modelling suggests that the arrangements shown are sufficient without need for any separate merges from the existing A428.

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Congestion at Papworth	Papworth is constantly gridlocked and needs the proposed slipway to join the A428.				x	N	The traffic modelling suggests that a free flow link at Caxton Gibbet onto the new dual carriageway eastbound is not required as the traffic flows would not warrant this. There will however be a dedicated lane at the roundabout for traffic turning left onto to the eastbound new dual carriageway which will improve capacity. Detailed flow information is available within the Transport Forecasting Report, Appendix C of the Combined Modelling and Appraisal Report [TR010044/APP/7.10]
Proposed Caxton Gibbet junction	Caxton Gibbet junction from the south needs a direct link to A428 west.				x	N	The traffic modelling undertaken as part of the development of the Scheme suggests that a direct link from the A1198 south of Caxton Gibbet onto the new dual carriageway westbound is not required
Further Improvements	The road from Papworth to Caxton Gibbet should be considered for improvement.					N	The road from Papworth to Caxton is not impacted by the Scheme and is not part of the Strategic Road Network and thus Highways England is not responsible for its improvement.
Parking at service stations	Provide more parking on the services for both cars and lorries - currently lacking.				x	N	The provision of services areas, and the corresponding supply of parking spaces, along trunk roads is the responsibility of the private sector. It is for the operators of the service area to determine the number of spaces they require. If they deem more are necessary, they will need to

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							prepare and submit a separate planning application.
Number of roundabouts	Too many roundabouts across the Scheme.				x	N	Roundabouts are only used where necessary to provide a safe and efficient means of negotiating a junction with several other roads.
Local road network	There needs to be a link from the existing A428 (new roundabout) to join the Cambourne roundabout or the road going to Elsworth (shown only for cycles/horses/walkers). If not will need a long diversion through Papworth, towards Hilton then Elsworth.				x	N	This route is for walkers, cyclists, horse riders and private, locally permitted agricultural vehicles only. The route to Cambourne is no different than at present, via the existing A428 to the Cambourne junction.
Local Road Network	Re-instate the link from the roundabout to Brockley road. You should not have to go all the way to the Cambourne junction and then return 1/2 mile to travel to Elsworth. This would also allow an alternative route in case of problems with a dual carriageway closure!				x	N	There is a link to Brockley Road for walkers, cyclists, horse riders and private, locally permitted agricultural vehicles only. The route to Cambourne is no different than at present, via the existing A428 to the Cambourne junction.

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	This is the only ""old route"" missing link between St Neots and Cambridge.						
Road standards	Hopefully the two run-ins at this junction will be sufficiently long to allow safe merging of the traffic and not short run-ins as at Cambourne to A428 westbound and Enterprise Cafe/ Dry Drayton/ Scotland Farm to A428 westbound.				x	N	The slip roads have been designed to current Design Manual for Roads and Bridges standards.
Local road network	The private road between Caxton Gibbet and the Elsworth road - should this not be a public road to add resilience to the new dual carriageway? Also to allow local traffic to reach Cambourne without using the dual carriageway.				x	N	There is a link to Brockley Road for walkers, cyclists, horse riders and private, locally permitted agricultural vehicles only. The route to Cambourne is no different than at present, via the existing A428 to the Cambourne junction.
Filling station access	The new access to the filling station is a restriction compared to what we already have. Currently we can access just after the				x	N	The access into the filling station is unaffected by the Scheme.

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	roundabout.						
Improvements at Eltisley	The Scheme will improve access, safety and congestion issues at Eltisley.				x	N	Comment noted. The traffic using the existing A428 at Eltisley will reduce considerably as a result of the Scheme. The new roundabout at Eltisley will provide safety benefits.
Existing Eltisley Junction	The current junction at Eltisley is congested, dangerous and unfit for purpose.			x	x	N	As a result of the Scheme, road safety will be improved, congestion will reduce and journey times will decrease and be more reliable.
Eltisley Junction	I am concerned consultation will hinder much needed amendments to Eltisley Junction.				x	N	Works to the westernmost junction of the existing A428 and B1040 at Eltisley are not part of the Scheme. There is anticipated to be an 80% reduction in traffic on the existing A428. The western Eltisley Junction will be much safer to use than at present and is expected to be a far more attractive route, even with the existing priority junction, than travelling through the village of Eltisley.
Rat running through Eltisley	Please amend the design to prevent rat -running through Eltisley and use 'Village/access only' signs.	x			x	N	There is anticipated to be an 80% reduction in traffic on the existing A428. The western Eltisley Junction will be much safer to use than at present and is expected to be a far more attractive route, even with the existing priority junction, than travelling through the village of Eltisley.

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Local road network	The Scheme will improve the access between the A428 and the B1040 at Eltisley.	x			x	N	Comment noted.
Preferred option at Eltisley	The best option for Eltisley was chosen.	x			x	N	Comment noted.
Access to St Ives	Access to St Ives is poor / Please consider better access via slip roads on and off the proposed new carriageway at Eltisley to St Ives.				x	N	A new junction at Eltisley would be too close to Caxton Gibbet junction. An eastbound off-slip and westbound on-slip could be provided, but traffic modelling suggests that these are not required and to do so would require acquisition of additional land that cannot be justified.
Access to Eltisley	There should be an exit from the new dual carriageway into Eltisley.				x		Slip roads cannot be included at Eltisley as they would be too close to the new Caxton Gibbet Junction.
Visual impact of bridge at Eltisley	The bridge at Eltisley Junction may have an overbearing effect on the village and its historic elements, unless the new dual carriageway can be run in cutting to reduce the height of the bridge.	x				N	The new dual carriageway is partly in cutting at this location and the bridge over the new dual carriageway has been made as low as reasonably practicable without having an adverse impact on the levels of the new dual carriageway and its drainage.

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Route alignment	Please consider building the new dual carriageway north of the existing A428 from Eltisley to Caxton Gibbet.				x	N	Land to the north of the existing A428 on the approach to Caxton Gibbet junction is subject to an existing planning permission and we cannot provide a compelling case to acquire that land when a viable route can be achieved on the south side of the existing A428. The design of the Scheme seeks to minimise impact on local communities, landowners, the environment and provides road users with a means to improve journey times, between Black Cat junction to Caxton Gibbet roundabout
Access to Papworth and St Ives	Access to Papworth and St Ives via the B1040 should not be compromised.				x	N	An eastbound slip road at the B1040/Eltisley would be unsafe as it would be too close to the start of the eastbound off-slip road at Caxton Gibbet. The traffic modelling undertaken as part of the development of the Scheme suggests that this is not needed. Access to the new dual carriageway can be achieved via the existing A428 at Caxton Gibbet for eastbound journeys, or at the Cambridge Road junction for those travelling west.
Proposed Eltisley Junction	I am concerned about the two roundabouts at Eltisley, I suggest one large roundabout rather than two.			x	x	N	The new roundabouts at Eltisley are needed to allow continuity of the existing A428, whilst connecting in the B1040 St Ives Road, Cambridge Road from Eltisley village itself and farm/maintenance accesses.

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Proposed Eltisley Junction	The proposals at Eltisley could have been designed better / will make no difference.				x	N	The design and operation of the roundabouts at Eltisley incorporated as part of the Scheme will improve local traffic flows and congestion. The full details of the traffic impacts are presented in the Traffic Forecasting Report, Appendix C of the Combined Modelling and Appraisal Report [TR010044/APP/7.10].
Eltisley access to new dual carriageway	I am struggling to see how to access the new dual carriageway from Eltisley.				x	N	If a journey east from Eltisley is required, then a vehicle would travel along the existing A428 to Caxton Gibbet junction and then join the new dual carriageway. If a journey west from Eltisley is required, then a vehicle could either go to Caxton Gibbet junction as above or travel west along the existing A428 to the Cambridge Road junction at St Neots and then join the new dual carriageway.
Access to the B1046	It would be very convenient if there was an entry and exit onto road on the B1046 as a heck of a lot of traffic uses this road. If it had an entry /exit it would save all the cars driving through a large residential area in St Neots to get to the A428				x	N	The B1046 is a local rural road. If it were connected to the new dual carriageway via a grade-separated junction it would encourage more traffic to use it. Traffic currently using the B1046 as an alternative route is anticipated to reduce as a result of the Scheme as traffic stays on strategic routes.
Increased congestion and	The prolonged route for traffic from the B1040 north				x	N	The Traffic modelling undertaken as part of the development of the Scheme suggests that this will

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rat running	entering the A428 (east, west and southbound) will result in heavy congestion and rat-running on local roads.						not be the case and that traffic will use the new strategic routes. Detailed flow information is available within the Transport Forecasting Report, Appendix C of the Combined Modelling and Appraisal Report [TR010044/APP/7.10] .
Usage of the A14	Please utilise the A14 more for the Cambridge connection.				x	N	The nature of the Scheme is appropriate for the volume of east-west traffic that is anticipated to use it.
Access to St Ives	Thank you for maintaining access to St Ives.				x	N	Comment noted.
HGV access and safety	The Scheme will improve access and safety for HGVs onto the A428 at Eltisley.				x	N	Comment noted.
Connectivity with local area	The Scheme fails to consider access from Gamlingay, Waresley and Abbotsley to and from Cambridge.				x	N	Residents in these areas will be able to access the new dual carriageway at either the Caxton Gibbet or Cambridge Road junctions.
Lighting effects	Light Pollution - from the new carriageway from 2 roundabouts located at the north of Eltisley and from the 7M high flyover at Caxton - this needs to be				x	N	The new roundabouts at Eltisley are needed to allow continuity of the existing A428, whilst connecting in the B1040 St Ives Road, Cambridge Road from Eltisley village itself and farm/maintenance accesses. Lighting on the Scheme has been concentrated on junctions for

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	reduced. The positioning of the 2 roundabouts at the north east is a ridiculous decision for both light and noise pollution to the Village.						safety reasons. Technical Chapters 5 to 14 of the Environmental Statement [TR010044/APP/6.1] includes an assessment of the likely environmental effects arising from the Scheme.
Traffic calming measures	We suggest speed mitigations are put in place across the Scheme e.g. speed bumps/cameras.				x	N	The existing A428 will be de-trunked and will become the responsibility of the relevant local highway authority, and thus the need for modifications to it will be for them to determine. Traffic calming measures on the new dual carriageway would not be appropriate.
Traffic calming measures	Are there any opportunities for Highways England to support modification of other surrounding infrastructure? Revised speed limits on local roads (C44) for example to improve general road safety and to encourage road users to use the new dual carriageway rather than the older roads.				x	N	The signage used within the Scheme will encourage traffic to use the new dual carriageway. A reduced 40mph speed limit will be put in place on the C44 from Black Cat junction to Park Road. Traffic islands will also be included at some locations, to slow traffic and to improve pedestrian crossings. These changes have been made through ongoing engagement with Bedford Borough Council.
Traffic calming measures	We suggest speed mitigations are put in place			x		N	A 30mph or 40mph speed limit will be in place on the filling station service road. Parking on the

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	across the Scheme e.g. speed bumps/cameras at the BP Services.						service road will also be prohibited and an Automatic Number Plate Recognition parking enforcement system will be put in place The speed limit and traffic calming measures on the service road will be determined in collaboration with Bedford Borough Council.
Route alignment	The Scheme generally should be more closely aligned with the existing A428 to negate impacts on farmland/environment.			x	x	N	The alignment of the new dual carriageway between Eltisley and Croxton is relatively close to the existing road. However it has been designed to avoid areas of woodland, whilst not encroaching too closely on the setting of Eltisley, Croxton Park and Croxton village. Elsewhere, the route of the road is dictated by the need to connect to Black Cat junction, cross the river and railway at the most suitable points and avoid other environmental constraints throughout along the route to Cambridge Road junction and beyond.
Nagshead Lane design	What provision will be in place for the turning of large vehicles in Nagshead Lane?				x	N	Swept path analysis has been carried out to check, for example, that a dustbin lorry or fire engine are able to turn around.
Existing A428	Preserving the old road should prevent negative environmental effects caused by construction.				x	N	Comment noted. Maintaining the existing A428 as a local road has benefits for the local environment, cyclists, local road network and network resilience in case of an incident on the new dual carriageway.

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Impacts at Potton	I am concerned about the proximity of the A428 to Potton Road and the raised height proposed over the stream at Potton.				x	N	The new dual carriageway has to be raised above existing ground level in order to allow the watercourse to pass beneath in a culvert. Highways England is required by design standards to provide laybys at certain intervals and at certain distances from junctions, so the laybys near Potton Road cannot be moved. Noise bunds are being provided on each side of the new dual carriageway south of the new Potton Road bridge.
Integration with other infrastructure	I suggest building a bridge/underpass for the East West Rail scheme within the A428 scheme to prevent future disruption to the road.				x	N	East West Rail announced their preferred route corridor for the section between Bedford and Cambridge in 2019. The specific alignment for this section is still being defined. East West Rail intend to consult on their preferred option in 2021. Highways England has continued to engage with East West Rail, and baseline information has been shared as appropriate. However, the projects are independent of each other, and this Scheme is subject to a separate consent (under the Development Consent Order process). Given the East West Rail Scheme is at an early stage of development, it is not appropriate for this Scheme to make specific provision for any new infrastructure which may be required as part of the East West Rail scheme. Highways England will continue to work with East West Rail and local stakeholders to ensure that the

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							planning and delivery of these transformative projects is coordinated where appropriate. Highways England can acquire land for the purposes of this scheme only, and therefore it is not possible to include provision for other schemes which may or may not be forthcoming.
Road standards	Please upgrade the A1 to A1 status between A14 and Stevenage to bypass Biggleswade, Sandy and St Neots; and ensure the junctions can cater for this upgrade.				x	N	This is beyond the scope of this Scheme.
Diversion routes	Please avoid using the C44 as a diversion route during construction.				x	N	Highways England has submitted an Outline Construction Traffic Management Plan [TR010044/APP/7.4] with the DCO application: the C44 (Toseland Road) has not been identified as an official diversion route.
Potton Road route alignment	Rerouting of Potton Road to B1046 for new bridge is not clear. It is mentioned once but not drawn on the map as a new road. It is also not clear how construction traffic to this area will be routed - local roads are not				x	N	Potton Road has been realigned as a result of the Scheme, and therefore will be used for construction access while it is being constructed. Highways England has submitted an Outline Construction Traffic Management Plan [TR010044/APP/7.4] with the DCO application. Highways England has taken the nature of local roads into account when planning the construction

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	suitable.						routes.
Small roundabout at Caxton Gibbet	I would like to raise a concern/question regarding the light blue roundabout near the number 4 on the plan below. The only purpose of this roundabout appears to be to provide access into a farmer's field where there is currently none. This needs explaining. (Caxton Gibbet)	x				N	This roundabout does provide access to a field, but more importantly it allows vehicles to use the Caxton Gibbet fuel filling station and neighbouring shop and to then make a U-turn at the new roundabout if they wish to use the A1198 or the new slip road onto the westbound new dual carriageway. If this new roundabout were not included then all traffic using the filling station would have to travel along the new dual carriageway to the Cambridge Road junction at St Neots in order to then turn around.
Road markings at Black Cat junction	Please provide some measures on the new Black Cat roundabout re-design, starting from St Neots to ensure cars stay in the correct lane (do not swap lanes) on the roundabout (i.e. through fines via cameras and road signs for the correct lane).				x	N	The road markings will be designed with lane discipline in mind, to make it as clear as possible which lanes road users should be in for specific destinations.
Junction design	Roundabouts of this large size need to be abolished and exchanged for continuous dual carriageway where the				x	N	All the junctions are grade-separated, and the new dual carriageway will be free flowing.

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	driver chooses the lane they need to move on to their next road. Just like the A14, M1 and M6 intersection, there's never a hold up on the road there anymore.						
Safety improvements	The changes to the A1 north of Black Cat will positively improve safety.				x	N	Comment noted.
New dual carriageway	Please consider the use of tunnels for the new dual carriageway instead.				x	N	There is no justification to warrant the inclusion of tunnels within the Scheme, which are more complex to construct, operate and maintain.
Barford Road	Please consider upgrading/using the existing Barford road connection to the A428 instead.				x	N	A junction at Barford Road would be too close to the Black Cat junction to allow the slip roads at either junction to operate safely. Barford Road is a rural road and not suitable for the traffic it would attract.
A1 hard shoulder	I suggest a hard shoulder on the A1.			x		N	Many of the collisions that occur along the stretch of the A1 in question are as a result of the numerous side road and direct accesses onto the A1. The Scheme aims to eliminate these by closing off those accesses and providing a safe access road. Although no hard shoulder is provided along the A1, the verges can be used in the event of a breakdown, either for a broken down vehicle to pull onto or for drivers and passengers to use as a place

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							of refuge if the vehicle is stranded on the carriageway.
Signal controls at Black Cat junction	Please consider retaining peak-time traffic signals on the Black Cat junction and have electronic information signs along the carriageway to inform road users of any issues along the new route.				x	N	Traffic signals will be used on the roundabout to manage traffic flow, however as per standards Variable/electronic message signs are not required in this location.
Wider improvements required	A428/A1 is far from perfect on northbound. Heading south and access from Wyboston needs to be improved.				x	N	The Scheme includes improvements to the north and south of Black Cat junction.
Include junction at B1090 within Scheme	Please consider a junction at B1090 to reduce congestion on the A1198.				x	N	The suggested works do not form part of this Scheme. Highways England will continue to monitor this part of the Strategic Road Network in line with its statutory duty.
Impacts at Girton interchange	I am concerned about the junction at Girton with the A14/ please provide more information on subsequent impacts at Caxton.				x	N	Highways England has completed a capacity assessment of the eastbound approach to Girton Interchange. This has shown that the single lane section of the A428 is predicted to be operating above its design capacity based on an assessment carried out using 2040 forecast flows. Highways England will therefore adopt a monitor and manage

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							approach to monitor the situation post opening of the Scheme. More information is reported in the Transport Assessment Annex [TR010044/APP/7.3].
Girton Interchange	Please consider dualling the eastbound A428 at Girton and provide a link for east bound A428 traffic to join the M11 south.				x	N	Highways England has completed a capacity assessment of the eastbound approach to Girton Interchange. This has shown that the single lane section of the A428 is predicted to be operating above its design capacity based on an assessment carried out using 2040 forecast flows. Highways England will therefore adopt a monitor and manage approach to monitor the situation post opening of the Scheme. More information is reported in the Transport Assessment Annex [TR010044/APP/7.3].
Congestion at Girton	Please provide a 4th lane merger between the M11 and A14 eastbound at Girton, to reduce the need of switching lanes and subsequent congestion.				x	N	Highways England has completed a capacity assessment of the eastbound approach to Girton Interchange. This has shown that the single lane section of the A428 is predicted to be operating above its design capacity based on an assessment carried out using 2040 forecast flows. Highways England will therefore adopt a monitor and manage approach to monitor the situation post opening of the Scheme. More information is reported in the Transport Assessment Annex [TR010044/APP/7.3].

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		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Traffic calming measures	Traffic calming measures should be enforced along the Bedford Road, inc. weight restrictions.				x	N	The signage along the Scheme will encourage traffic to use the new dual carriageway. A 40mph speed limit will be put in place on the C44 from Black Cat junction to Park Road. Traffic islands will also be included at some locations, to slow traffic and to make it easier to cross the road.
Electric vehicles provision	The Scheme should be more innovative in terms of accommodating sustainable fuel/energy			x		N	The technologies referred to are still in their infancy and at this stage of the Scheme Highways England cannot commit to this. The inclusion of solar panels is not part of the scope of this Scheme.
Electric Vehicle provision	Please consider incorporating road surface electric charge boosters into the new dual carriageway.				x	N	Highways England is keen to explore new technology but this is beyond the scope of the Scheme.
Wildlife protection and provisions	Central reservation designs should avoid solid barriers for the benefit of wildlife - a green swathe should be considered instead.		x		x	N	The use of a concrete central reserve barrier is mandatory for this type of road. It provides safety benefits by reducing the chance of cross-over type incidents, reduces the need for maintenance in the central reserve and as a result also decreases road closure delays following an incident. Specific crossing points have been included within the Scheme to encourage safe passing for wildlife.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							Details of the measures incorporated into the Scheme are provided in the biodiversity assessment Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1] and are illustrated on the Environmental Masterplan Figure 2.4 of the Environmental Statement [TR010044/APP/6.2].
Access to the countryside	The Scheme should still allow easy access to the countryside which is important for tourism.				x	N	Comment noted. Designated routes severed by the Scheme will be re-provided to their existing standard.
Traffic Noise at Papworth	As a Yelling resident, I am very conscious of traffic noise from the Papworth Bypass, largely caused by a rough noisy road surface. I note also that the new A14 is set in a cutting to reduce noise. I request that the new dual carriageway is (a) surfaced with smooth low-noise tarmac, and (b) set as low as possible relative to the surrounding countryside. This will also help reduce light pollution at night.				x	N	The new dual carriageway will have low noise surfacing along its length. More information can be found within Chapter 11 within Volume 1 of the Environmental Statement [TR010044/APP/6.1] which describes the assessment on Noise and Vibration. The route has been kept as low as possible, although in some areas it is necessary to have it slightly raised in order to be able to pass over watercourses. The effects of both construction and operational lighting have been assessed within the Landscape and Visual Impact assessment, and the Biodiversity assessment reported in Chapter 7, Landscape and visual effects and Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1].

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Distance from Eltisley	The road should be moved further from the village when it re-joins the existing A428 route - not brought nearer to the village. I am not sure how to avoid light pollution but 3 high level roundabouts within 300 metres of the village must have a negative impact.				x	N	At its closest point the new dual carriageway is further from Eltisley than the existing A428. The realigned existing A428 will have less impact than at present as traffic on the existing A428 is anticipated to reduce by approximately 80%. The majority of the proposed Scheme will not be lit. Lighting will be focused around the junctions for safety reasons, in line with design standards. The effects of both construction and operational lighting have been assessed within the Landscape and Visual Impact assessment, and the Biodiversity assessment reported in Chapter 7, Landscape and visual effects and Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1].
Route impact on Wintringham Hall and village	I suggest relocating the Cambridge Road / B1428 junction to avoid significant impact on the sensitive environmental area around the old Wintringham Hall and village. The junction should be relocated to the west of the proposed location, or to the north-east. There are many tall, mature trees that provide nesting sites for rooks and other				x	N	The location of the junction has been chosen for a combination of reasons, including; fitting in with the existing road network; reducing the need to divert the 132kV overhead powerlines and; reduce the visual impact of the new dual carriageway by taking it below ground level at the junction. The impact on ecology has been assessed in accordance with current standards and appropriate mitigation has been provided. Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1] sets out the biodiversity assessment.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	species. Nesting can be observed easily in the Spring.						
Impacts at Sandy	Will the Scheme affect future plans for the A1 at Sandy?				x	N	Wider improvement to the A1 at Sandy are outside of the scope of this Scheme, however this Scheme does not preclude any future works at Sandy.
Bypass for Sandy and Buckden	Agree a route for the A1 from Baldock to Alconbury to include an offline bypass for Sandy/Beeston and Southoe/Buckden and introduce a binding timetable to deliver it.				x	N	The scope of the Scheme does not include provision for the wider works in this location.
Provision for NMUs	Regenerate the old road to support NMUs safety and accessibility needs.				x	N	Maintaining the existing A428 as a local road has benefits for the local environment, cyclists, local road network and network resilience in case of an incident on the new dual carriageway.
Route options at Croxton	The new route from Whitehall farm junction is good. However, an underpass at Croxton would be preferable to keep the original footpath route from Croxton to Yelling.				x	N	The new dual carriageway is in cutting at this location in order to reduce visual and noise impact on Croxton. An underpass would therefore have to be considerably lower than existing ground level and would collect water, requiring it to be permanently pumped. A footbridge at this location would be approximately 5m above existing ground level at this location and would add to the visual

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							impact of the road. Toseland Road is approximately 500m west of the footpath and will be constructed with a wide footway on the east side. The diversion route from the footpath to the bridge will pass along the outside of the landscape planting and will not be immediately adjacent to the new dual carriageway. In addition, a new footway is to be constructed next to Toseland Road to connect with the footway at the junction of Toseland Road and the existing A428.
Crossing Provision A1198	It is unclear whether there will be a crossing point from the west of the A1198 south of the junction to the east.				x	N	Currently, a designated crossing point is not provided at this location. However, the crossing provisions will be reviewed as part of the detailed design stage.
Scheme proposals	The A1 works as part of this scheme are welcomed.			x		N	Comment noted.
Link between Roxton Road and Chawston Lane	Linking Roxton Road to Chawston Lane is unnecessary, due to existing junction (west).				x	N	The Roxton Road link is included within the Scheme to provide local connections and access onto the A1 for Chawston Lane via the Black Cat junction.
Width of turning circles at Caxton Gibbet roundabout	We seek clarification on the width of turning circles for agricultural vehicles at access points.			x		N	New accesses will replace any accesses that are lost as a result of the Scheme. The new accesses will be of a similar standard to the existing accesses. All accesses have been subject to a swept path analysis to check their viability for farm machinery.

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							The accesses have been designed for the swept path of a 15.5m long articulated vehicle. The swept path for this vehicle is greater than that for the 16.5m design vehicle, which is the national standard that is used for the design of At Grade Priority Junctions and Roundabouts for the Strategic Road Network.
Road safety	The current A421 is dangerous and unfit for purpose/ the new dual carriageway should improve safety on the A421.				x	N	Alterations to the existing A421 are beyond the scope of this scheme.
Dualling of the A428	The dualling of the A428 is a welcomed proposal.				x	N	Comment noted.
Scheme proposal	The Scheme appears to be well thought out taking into account the increase in traffic from the new housing around St Neots and making life easier for the villages that currently have to access the A428 at unsafe junctions.				x	N	Comment noted. All developments that are either in progress or committed via planning permission or through inclusion in the local plan have been taken into account in the traffic modelling.
Hard shoulder provision	There should/must be a hard shoulder on the dual				x	N	The new dual carriageway will be designated an all-purpose trunk road and therefore in line with current

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	carriageway.						design standards a hard shoulder is not required.
Existing congestion	Following the upgrade at Cambourne, the section of A428 between Caxton and St Neots has had significant congestion.				x	N	The Scheme provides a high-quality route between Caxton Gibbet and the A1 thereby providing free flow conditions along the Scheme and reducing congestion along the existing A428.
Accesses at Rectory Farm	We seek clarification and details on the accesses to be provided, especially where the new entrances are to be to ensure turning circles are sufficient for modern farm machinery.			x		N	New accesses will replace any accesses that are lost as a result of the Scheme. The new accesses will be of a similar standard to the existing accesses. All accesses have been subject to a swept path analysis to check their viability for farm machinery.
De-trunking Road Network	Given the continued high levels of traffic between Wyboston junction and the Tesco / Barford Road junction, we would welcome early discussions about de-trunking on the length between Wyboston junction and the East Coast Main Line railway.		x			N	Highways England has begun engagement with the host local highways authorities with regard to the de-trunking of the existing A428. These conversations will continue.
New or transferred	New or transferred assets to the County Council should		x			N	Comment noted.

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assets	comply to relevant design standards.						
A1 upgrade	The A1 underpass should be upgraded to dual three lane motorway.				x	N	The traffic modelling does not suggest that three lanes are required. To do so would require additional land which cannot be acquired without a compelling case to do so. Detailed flow information which validates this approach is available within the Transport Forecasting Report, Appendix C of the Combined Modelling and Appraisal Report [TR010044/APP/7.10]
Existing road network	It is unclear how the section of existing road from the north part of the bar bell to Wintringham Farm will function.		x			N	As part of the Scheme all affected accommodation accesses have been re-provided, with approaches informed by engagement with the affected landowner(s).
Alternative options	A1 upgrade alone is better value/a better option.				x	N	This Scheme aims to improve connectivity on the east-west corridor from Black Cat to Caxton Gibbet – the Scheme includes works to the A1 at the Black Cat junction, additional works to the A1 outside of this are outside of the scope of this Scheme.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Safety Assessments	Clarity is needed on how far south of the Black Cat safety assessments of side road junctions were carried out.		x			N	The area in question considered the section of the A1 1km south of the new A1 northbound off-slip road and the new A1 northbound on-slip road. The A1 East of England Study concluded that the A1 in Bedfordshire is one of the oldest dual carriageways on the strategic road network and has profound impacts on the people who live on or near to it. It also creates a limit on how much growth the area can absorb without placing existing infrastructure under visible strain. Our existing study shows that congestion and safety issues on the route are not significant enough in their own right to justify the full costs of moving the road to a new, location. Substantial plans for local development (as proposed by the National Infrastructure Commission) has the potential to change this, and further work on the project will be considered if development becomes likely. However, this will not form part of this Scheme. The Scheme will provide a free flowing A1 at the Black Cat because we know this is necessary to cope with confirmed future demand. Potential changes to the A1 that may result from the A1 East of England strategic study do not change this. You can find the latest information on the Scheme's progress/development on our website - https://highwaysengland.co.uk/our-work/a428-black-cat-to-caxton-gibbet/
Roundabout	Roundabout should be located at the current	x				N	As per Highways England's traffic modelling, the traffic volumes on the existing A428 are expected to

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
location	Waresley Road junction rather than Eltisley.						reduce considerably. The Waresley Road junction will be safer than at present. The proposed roundabout has been located to accommodate connection to the B1040 and to maintain continuity of the existing A428.
Free flowing traffic	A free flow slip road should be put in place to allow drivers from Papworth A1198 to access the A428 towards Cambridge without having to go through the roundabouts.		x		x	N	Highways England has undertaken detailed traffic modelling in this location, which has shown that a free flow lane from the A1198 onto the A428 eastbound on-slip road is not required to sustain the predicted levels of traffic. The Scheme includes a left turn only lane at the new northern roundabout at Caxton Gibbet, this will enable free movement at junction. An assessment of the proposed new junction at Caxton Gibbet had been carried out. Details are provided in the Transport Assessment [TR010044/APP/7.2].
Scheme proposals	The southbound A1, south of Black Cat junction needs will detract from the Scheme if it's infrastructure (Kelpie Boatyard, Sandy, Biggleswade etc) is not engineered out.				x	N	The Scheme will improve the smooth running of the A1 through Black Cat junction. The access to Kelpie Marina is being reprovided as part of the Scheme. The removal of roundabouts at Sandy and Biggleswade are beyond the scope of the Scheme.
Future	If the East West Rail route is chosen, will there be a				x	N	East West Rail announced their preferred route corridor for the section between Bedford and

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developments	slip road from the new dual carriageway to Tempsford?						Cambridge in 2019. The specific alignment for this section is still being defined. East West Rail intend to consult on their preferred option in 2021. Highways England has continued to engage with East West Rail, and baseline information has been shared as appropriate. However, the projects are independent of each other, and this Scheme is subject to a separate consent (under the Development Consent Order process). Given the East West Rail Scheme is at an early stage of development, it is not appropriate for this Scheme to make specific provision for any new infrastructure which may be required as part of the East West Rail scheme. Highways England will continue to work with East West Rail and local stakeholders to ensure that the planning and delivery of these transformative projects is coordinated where appropriate.
Link to M11 South	There is no direct link to the M11 south. Considerations for those on the A428 heading on for the M11 south are insufficient.				x	N	In line with their statutory duty to operate and maintain the Strategic Road Network, Highways England will adopt a monitor and manage approach to this junction.
Previous	The Scheme should have				x	N	Comment noted. It is recognised that there has

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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developments	been implemented alongside the previous Cambourne dual carriageway / A421 upgrades.						been a long-standing demand to improve east west routes in the Scheme area. However, all Schemes require justification at the time they are put forward against many competing priorities which vary over time. The business case for this Scheme was assessed independently from the works stated.
Potential A14 upgrades	Please retarmac the A14 in conjunction with the A428 construction works.				x	N	Maintenance work outside the Scheme extents is carried out when needed by Highways England Operations Directorate and cannot be carried out as part of this scheme.
Ongoing liaison regarding the design and layout	We request continued liaison with Bedford BC's Traffic Manager on the detailed design and layout of the new service roads.	x				N	Comment noted.

5.12 Theme: Construction

5.12.1 **Table 5-10** summarises the matters raised in relation to the construction of the Scheme.

Table 5-10: Summary of consultee comments on the construction of the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Scheme start date	The Scheme should have been started before work starts on the Wintringham Development.				x	N	Highways England is not responsible for and have no jurisdiction over how construction traffic from the Wintringham development is managed, however it is not currently expected that the development of the southern area of Wintringham Development to commence until after the Scheme works are completed. There will be some additional delay on the network during construction of the new dual carriageway and information on the anticipated delays is provided in the Transport Assessment [TR010044/APP/7.2].
Retaining usage of the existing A428 during construction	The existing road should be kept open and running in both directions, whilst new dual carriageway is being constructed.				x	N	The construction phasing is being prepared to ensure that the existing A428 is kept open to traffic at peak times in both directions. There will be occasions where overnight closures are necessary, but these will be well advertised in advance of any closures to allow road users to plan ahead.
Early closure of School Lane during	We request that the closing up of School Lane, Roxton is undertaken at the early	x				N	The closure of School Lane access to the A1 will be a necessary safety measure for the operation of traffic management at the existing Black Cat roundabout and will be implemented

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
construction	stages of the construction.						in conjunction with traffic management measures at the start of construction.
Construction vehicle routes	The chosen contractor and their sub-contractors should ensure that all construction traffic use A421, A428 and A1 and not the C44 or roads through Roxton, Wyboston, Chawston, Colesden, Great Barford or Blunham to access the construction area.	x				N	The Outline Construction Traffic Management Plan [TR010044/APP/7.4] provides details of the permitted and prohibited routes for construction traffic. Only routes which are suitable for construction traffic will be used. The Outline Construction Traffic Management Plan also includes the measures Highways England will take to work with other stakeholders in the locality to coordinate traffic management activities during the construction period.
Use of Memorial Hall land	Please provide further detail of what the Stuart Memorial Hall lands will be used for during the construction phase of the project.			x		Y	Some of the Memorial Hall land was needed for a temporary access. This has been reviewed since the statutory consultation and is no longer required.
Use of public transport routes during and post construction	Please confirm whether the existing public transport routes (905 – previously X5) will be protected throughout construction and post opening.	x				N	The public transport routes e.g. the 905 (previously the X5) will be protected during construction and after opening. Highways England have already met with Stagecoach and Bedford Borough Council public transport officers to discuss the impacts of the Scheme and to ensure that public transport facilities are

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							accommodated.
Impacts of construction – increased rat running	I am concerned the construction works will increase rat running through local villages.				x	N	The term rat running is a colloquial term used to denote traffic seeking to avoid congestion by using what is considered to be inappropriate routes. This Scheme, once operational, seeks to improve the strategic road network, thereby ensuring that traffic remains on it. The Outline Construction Traffic Management Plan [TR010044/APP/7.4] provides details of the measures that will be in place, such as strategic signing and updates to satellite navigation system mapping to encourage the use of designated routes. However, while these routes can be put in place and signed, Highways England cannot force road users to use them.
Impacts of construction - noise pollution	I am concerned about the noise and light pollution caused by the construction works.				x	N	A number of mitigation measures will be incorporated into the Scheme to reduce, remediate or compensate for effects during the anticipated construction period. These detailed measures are set out in the First Iteration Environmental Management Plan [TR010044/APP/6.8].
Impacts of construction on Black Cat junction	Previous work on the Black Cat junction resulted in massive disruption and minimal benefits/ why wasn't the Black cat			x	x	N	Comment noted. The Scheme completed in 2015 was always seen as a precursor to this Scheme to provide interim relief. Highways England is now seeking to implement a scheme which reflects the long-term needs at this

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	upgraded in full as part of previous scheme						junction.
Impacts of construction on Papworth Everard	I'm worried about construction impacts on the bypass around Papworth Everard.				x	N	The Outline Construction Traffic Management Plan [TR010044/APP/7.4] provides details of the measures that will be in place, such as strategic signing and updates to satellite navigation system mapping to encourage road users to use the designated routes. However, Highways England cannot mandate the routes that people with local knowledge will use. The Outline Construction Traffic Management Plan [TR010044/APP/7.4] also includes details of permitted and prohibited routes for construction traffic.
Mitigation strategies	Please consider more mitigation strategies, especially during construction works.				x	N	Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] has identified a number of mitigation measures required to control and/or minimise noise and vibration at residential and other noise sensitive properties both during construction and operation. The First Iteration Environmental Management Plan [TR010044/APP/6.8] also outlines the measures that the Principal Contractor will be required to develop and implement during construction of the Scheme. These include the application of measures to minimise noise using Best Practicable Means, measures relating to public liaison and local

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							authority engagement, as well as producing a Second Iteration Environmental Management Plan.
Mitigation and maintenance of rural areas during construction	During construction the visual amenity and existing rural environment of Roxton must be maintained.				x	N	A number of standard and best practice mitigation measures will be implemented into the Scheme to mitigate effects on visual amenity during construction. These measures are set out in the First Iteration Environmental Management Plan [TR010044/APP/6.8] .
Mitigation and management of night working impacts	How will issues relating to night works be addressed and managed in detail throughout construction and operational phases of the A428? Nighttime works should be kept to a minimum.	x			x	N	The Outline Construction Traffic Management Plan [TR010044/APP/7.4] details the measures Highways England will take to work with other stakeholders in the locality to coordinate traffic management activities during the construction period. The First Iteration Environmental Management Plan [TR010044/APP/6.8] outlines the approaches and control that the Principal Contractor will be required to develop and implement to minimise noise and vibration levels, applicable to both daytime and nighttime working. Proposed working hours are: 07:00 – 18:00 Monday to Friday 07:00 -13:00 on a Saturday. There will be up to an hour before and after these times for start-up and close down activities (except Sat at 13:00). These hours are subject to change in consultation with the

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							relevant local authority. Some sections of the Scheme may require nighttime working however in the main the construction will be limited to avoid noise and nuisance effects. The measures are set out in the First Iteration Environmental Management Plan [TR010044/APP/6.8].
Provisions for horse riders during construction	Construction is due to take 3 years. During this time any temporary measures must accommodate horse riders to ensure continuity of the existing access.				x	N	Where there is a need to divert an equestrian onto a temporary route during construction, appropriate mitigation would be provided. Highways England is working to minimise the disruption and diversion requirements.
Coordination with East West Rail	Will the works be coordinated with work on the East-West Rail and other road works (e.g. A14)?				x	N	The works on the A14 will be complete before construction on the A428 starts. Highways England endeavours to liaise with other Schemes to minimize disruption where possible. East West Rail announced their preferred route corridor for the section between Bedford and Cambridge in 2019. The specific alignment for this section is still being defined. East West Rail intend to consult on their preferred option in 2021. Highways England has continued to engage with East West Rail, and baseline information has been shared as appropriate.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							However, the projects are independent of each other, and this Scheme is subject to a separate consent (under the Development Consent Order process). Given the East West Rail Scheme is at an early stage of development, it is not appropriate for this Scheme to make specific provision for any new infrastructure which may be required as part of the East West Rail scheme. Highways England will continue to work with East West Rail and local stakeholders to ensure that the planning and delivery of these transformative projects is coordinated where appropriate. The final plans for East West Rail's central section between Bedford and Cambridge will be determined by the final route so it's too early for us develop joint proposals at this point.
Caxton roundabout upgrade	Please upgrade the Caxton roundabout as part of the works.				x	N	Caxton Roundabout itself is remaining almost as it is. This avoids impacting the neighbouring businesses. The existing roundabout will however form part of the overall Caxton Gibbet junction, which will be a grade separated junction and therefore much of the east-west through traffic will not actually use Caxton Gibbet roundabout.
Construction phasing –	It would be beneficial if the Caxton Gibbet junction			x		N	The construction programme is still being developed and will continue to be developed to

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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Caxton Gibbet	were opened ahead of the completion of the more complex works in the western section of the Scheme.						ensure that works are carried out efficiently. If opening sections of the Scheme earlier is advantageous then this will be considered.
Construction phasing – closure of Nagshead Lane	How long will Nagshead Lane be closed off from the A1 during the construction of the new link road?			x		N	This detail of the period during which Nagshead Lane will be blocked off will not be resolved until the detailed design stage, but it is likely that it will be blocked off by creating a grass verge across the existing bellmouth, with a high fence (1.5m or 1.8m) also erected. On the Nagshead Lane side, a small grass verge is also likely to be created and kerbs may be installed. Enough space will be left in the bellmouth on the Nagshead Lane side to allow large vehicles e.g. refuse vehicle, to be able to turn around.
Post construction – compound land reinstatement	It is important any work compounds are restored to their pre scheme state or indeed enhanced for biodiversity once the Scheme is complete. This did not happen the last time the Black Cat was enhanced despite this being part of the planning application.				x	N	Reinstatement details for the site compound areas are set out in the First Iteration Environmental Management Plan [TR010044/APP/6.8] and secured in the DCO application.

5.13 Theme: Walkers, Cyclists and Horse riders

5.13.1 **Table 5-11** summarises the matters raised in relation to the Walker, Cyclist and Horse rider considerations of the Scheme.

Table 5-11: Summary of consultee comments on the Walker, Cyclist and Horse rider considerations of the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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Current WCH provisions	Current options for walkers, cyclists and horse riders are enough.				x	N	Comment noted.
Adequate WCH consideration and provisions	The Scheme sufficiently considers / accommodates the needs of all WCHs, providing greater safety and access.	x			x	N	Comment noted.
Adequate WCH consideration and provisions	We support the proposed mitigations to protect amenity of PRoWs.	x				N	Comment noted.
WCH counts	Any traffic counts and assessments should also, as far as reasonably practical, identify informal routes used by WCH or	x				N	Where the Scheme disrupts an existing designated route this has been re-provided in line with the existing standard. The approach to reinstatement takes into account user experience alongside an analysis of expected usage. This is achieved through

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	potential routes used due to displacement						count surveys carried on different days to record the number of users. However counts are not undertaken on routes that are not already designated. Diversions are kept to a minimum length as far as possible, taking into account user safety, natural barriers, cost and additional land take. All routes have been designed in accordance with DMRB standards which comply with the Equality Act.
Scheme will improve road safety	The Scheme will provide safer access for WCHs to St Neots.				x	N	Comment noted.
Consideration for disabled users	Please give greater consideration to the needs of the disabled.				x	N	This is a preliminary design and some of the features associated with improving facilities for less able users are not shown at this level. Provisions such as this will be developed at detailed design stage. The Scheme has provided suitable gradients in accordance with DMRB standards which comply with the Equality Act. The Scheme considers pedestrian, cyclist and horse rider routes which are disrupted by the Scheme, where these are affected they have been reprovided in line with their existing designation. It is outside the scope of this

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							Scheme to consider infrastructure outside of this remit.
Clarification WCH routes	Please provide clarity on which WCH routes are intended for specifically.				x	N	The General Arrangement Plans [TR010044/APP/2.4] submitted as part of the application clearly mark the designation of these routes.
Consideration and designated routes for WCH users	The proposed routes and consideration for WCHs could be improved and WCHs should be given priority over traffic.			x	x	N	The Scheme principally aims to cater for long range strategic traffic, however the Scheme includes appropriate provision for Walkers, Cyclist and Horse riders, utilising the allocated budget – including re-provision of designated routes and safe crossing points.
Importance of WCH provisions and active travel	Please ensure adequate WCH provisions. WCH provisions are important for improving health and encouraging sustainable transport choices				x	N	Comment noted.
Measuring the impact of WCH provisions and active travel	The overall risk to WCH and impact on active travel should be considered on a case-	x				N	The Scheme considered the safety of walkers, cyclists and horse riders at all locations both in the construction and operational phases of the Scheme. Survey

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	by-case basis. Baseline data is required on the nature and frequency of WCH use of the existing WCH routes and the local road network that may be affected by the construction or operation of the Scheme.						counts have been undertaken to understand existing level of use. The Scheme considers pedestrian, cyclist and horse rider routes which are disrupted by the Scheme, where these are affected they have been re-provided in line with their existing designation. These routes as well all crossing points have been designed in accordance with DMRB standards.
Maintain public rights of way during construction	Please advise what temporary measures will be undertaken to maintain existing public rights of way (PRoW) in Roxton during construction.	x				N	Most Public Rights of Way around Roxton will be unaffected by the Scheme, but sections of FP A10 and Footpaths No7 and No8 on the northern side of the existing A421 will have to be closed for the duration of the construction period for safety reasons where they are directly impacted by the Scheme. The plan for specific diversions (if safe and practicable to implement) will be developed as part of the detailed design for the Scheme. Highways England will continue to engage with local stakeholders (such as the Local Access forums) as these plans develop.
Length of WCH diversions	The diversions for the proposed routes for walkers, cyclists and				x	N	Where the Scheme disrupts an existing designated route this has been reprovided in line with the existing standard. The approach

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	horse riders should be kept to a minimum.						to reinstatement takes into account user experience alongside an analysis of expected usage. This is achieved through count surveys carried on different days to record the number of users. Diversions are kept to a minimum length, taking into account natural barriers, cost additional land take and user safety. More information on the results of the walkers, cyclists and horse rider counts can be found within Chapter 12, Population and human health of the Environmental Statement [TR010044/APP/6.1] which describes the assessment on Population and Human Health.
WCH provisions Cambridge road junction	Please provide more information on the provisions provided for WCHs at the Cambridge Road Junction to Wintringham Hall/Park.				x	N	Walkers, cyclists and horse riders have been considered in the approach to the design for the Cambridge Road Junction. A shared footway/cycleway is provided through the junction which terminates at Wintringham Hall. Please see Sheet 9 of 16 in the General Arrangement Plans [TR010044/APP/2.4] .
WCH crossings to be bridges	Please consider designing all crossings for WCHs extending the width of the new dual carriageway as				x	N	The underpasses have been designed to Highways England's standards and will be illuminated. They are used where the new dual carriageway has to be above existing ground level e.g. where it crosses a

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	bridges rather than underpasses, to improve WCH safety given the width of the proposed dual carriageway.						watercourse. The new dual carriageway may be 2m to 3m above existing ground level and a footbridge would need to have at least 5.7m clearance over the new dual carriageway, therefore footbridges would be in the region of 9m to 10m above ground level and which would have an undesirable visual impact.
Safe WCH crossings under the new dual carriageway	There must be safe and convenient ways to cross over or under the proposed dual carriageways. The junction designs and roundabout designs need to feature safe crossings of the arms that don't force you to risk your life in front of high-speed car traffic just to get across. The paths and junction designs must be usable by all ages and abilities, and you should follow the guidance in your own document, Interim Advice Note 195/16!				x	Y	The Scheme includes provision to link up existing designated routes which are severed by the Scheme. This includes some rationalisation of routes in close proximity. All routes and crossings have been designed in accordance with DMRB standards. The cycling and walking routes have been reviewed since the statutory consultation in June 2019 and July 2019 and have been revised. The design is a preliminary design and as such does not show details of the measures provided at each crossing location. Safe crossings will be provided as part of the detailed design. These will be signalised to help people safely cross the road where traffic volumes are high/where required.

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Safe WCH crossings of the four roundabouts	Please consider the safety of WCHs at the four roundabouts between the A428 and the A1198.				x	N	Off road routes are provided at all roundabouts included within the Scheme. The design is a preliminary design and as such does not show details of the measures provided at each crossing location. The finalised designs for the crossings will be determined in the detailed design phase. These will be signalised to help people safely cross the road where traffic volumes are high/where required.
Consideration for light controlled crossings	WCHs should have light-controlled crossings where possible.				x	N	This is determined by demand and the impact on vehicular traffic flows. This will be looked at further during the detailed design phase - traffic signal control will be provided where necessary and as required by Highways England's design standards.
Consideration for protected crossings	We need more protected crossings of natural barriers such as rivers and manmade barriers such as railways and motorways.				x	N	The Scheme provides crossings where it severs existing routes, whether they be natural or manmade. These are designed in accordance with the governing design standard.
Consideration for pedestrian crossings from St Neots to Cambridge	Access to the proposed new dual carriageway from St				x	N	The traffic modelling considers existing and committed future developments. The proposed crossings referred to are on a road

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Road Junction	Neots does not consider proposals to add 2/3 pedestrian-controlled crossings on Cambridge Road between Wintringham Park and Loves Farm developments.						under the jurisdiction of the local highway authority and Highways England have no control over this road.
Segregated routes for WCH	Please separate WCHs from strategic, if not all traffic.				x	N	Separate footways/cycleway are provided at the Cambridge Road and Caxton Gibbet junctions to keep walkers and cyclists off the carriageway. At Black Cat junction these users are kept away from the junction entirely, with separate routes provided via the Kelpie Marina access, Bedford Road, Roxton Road and the Roxton Road link.
Segregated routes for WCH	Designated cycle ways should be on the road, rather than on footpaths, separated from walkers /horse riders.				x	N	On road cycleways are not proposed as part of the Scheme. In particular as the new dual carriageway is an all-purpose trunk road where the national speed limit will be in force, it is envisaged that the existing A428 will provide a more attractive route for cyclists. However a shared footway/cycleway which is off road is provided at the junctions for those who do not wish to cycle on the road.

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Segregated routes for WCH	Walkers, cyclists and horse riders should have safe and protected routes between St Neots and Cambourne/ Cambridge.	x			x	N	The provision of additional connectivity for walkers, cyclists and horse riders which is outside of the Scheme area is outside of the scope of the Scheme. Whilst this cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.
Segregated cycle lanes for WCH	Designated cycle ways should be on the road, rather than on footpaths, separated from walkers /horse riders.				x	N	On road cycleways are not proposed as part of the Scheme. In particular as the new dual carriageway is an all-purpose trunk road where the national speed limit will be in force, it is envisaged that the existing A428 will provide a more attractive route for cyclists. However a shared footway/cycleway which is off road is provided at the junctions for those who do not wish to cycle on the road.
Segregated cycle lanes for WCH	Please provide a segregated safe cycle/walkway from Cambridge to Milton				x	N	The provision of a cycle lane/walking route such as that described is outside the scope of the Scheme.

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	Keynes.						Whilst this cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.
Segregated routes for WCH	Horse riders should be segregated from other users of non-motor paths / not allowed on roads or footpaths.				x	N	Horse riders are legally allowed to use the carriageway and we do not plan to impose restrictions to prevent this on any of the roads within the scope of the Scheme. Riding a horse on a footway adjacent to the carriageway or on a public footpath is prohibited by the Highways Act.
Segregation by path markings	Walkers and cyclists should be separated by path markings.				x	N	The design shared footway/cycleway has been carried out in accordance with standards. Segregation is not required.
Improved WCH access for the whole county	Your scheme is very focused on WCH improvements close to the Scheme. Please consider the WCH provisions in the whole St Neots to Cambridge corridor, as new WCH				x	N	The scope of the Scheme includes the re-provision of designation routes that are disrupted by the Scheme, wider interventions are outside of the scope of the Scheme. Whilst these wider interventions cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of

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	routes are needed from Papworth to Cambourne and from St Neots/Wintringham to Cambourne via Abbotsley, Great Gransden, Caxton. The current bridleway is impassible during the winter.						the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.
Additional routes for WCH	Please consider more WCH links between Roxton, Tempsford and Little Barford.			x		N	The provision of a cycle lane/walking links such as that described are outside the scope of the Scheme. Whilst this cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.
Additional cycle and footpath	Suggest a footpath and cycle route from Papworth to the Caxton Gibbet Junction (along the				x	N	This route is to be provided in partnership with Cambridgeshire County Council, as part of the Designated Funds scheme associated with the A14 Cambridge to Huntingdon Scheme.

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	A1198).						
Increased cycling and walking access Caxton Gibbet	Please provide sufficient cycling and walking routes around Caxton Gibbet.				x	Y	Since the statutory consultation further design refinements have been made around the Caxton Gibbet junction to improve the accessibility for walkers and cyclists. The routes have been moved to the eastern side of the junction to improve access to amenities, and to tie with the forthcoming footway/cycleway on A1198. These elements of the design can be viewed on Sheet 14 of 16 in the General Arrangement Plans [TR010044/APP/2.4].
Safe cycle and walking route	Please provide a segregated safe cycle/walkway across the Scheme (from Bedford to Cambridge). Ensure all routes connect to local villages.	x			x	N	Shared footway/cycleways are being provided at Cambridge Road junction, Eltisley and Caxton Gibbet junction to allow the junctions to be more safely negotiated by walkers, cyclists and horse riders. It is not within the scope of the Scheme to implement wider enhancements. Whilst wider enhancements cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable transport options that could be considered for

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							Highways England's Designated Funds.
Crossings cyclist, pedestrians	How do cyclists/pedestrians cross the slip roads to get from Papworth on the A1198?				x	N	A crossing will be provided in this location. During the detailed design phase further work will be undertaken (including a review of expected traffic flows) to determine whether it will be uncontrolled or will require a signal control.
Information relating to all walking and cycle routes	It would be helpful to see details of the whole walking/cycling routes as oppose to one map relative to each junction.				x	N	The General Arrangement Plans [TR010044/APP2.4] show a larger extent of the routes than could be shown in the statutory consultation materials.
Insufficient provision for cyclists	Provision/infrastructure for cyclists is inadequate in the new scheme.				x	N	The creation of offline cycle routes or cycling infrastructure is not within the scope of this Scheme. However, where shared footway/cycleways have been created within the Scheme they have been designed in accordance with current standards. Whilst offline cycle routes cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable

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							transport options that could be considered for Highways England's Designated Funds.
Clarity of cycle plans proposed	The plans for a safe cycle route parallel to the Scheme are unclear.				x	N	The Scheme does not include a cycle route along the new dual carriageway. However the existing A428 will remain intact as an alternative route which will be expected to experience a significant reduction in traffic which will make it an attractive route for cyclists.
Additional cycle routes to Roxton	Additional cycle links to Roxton and the restored quarry should be considered to regenerate area.			x		N	The provision of a cycle lane/walking links such as that described are outside the scope of the Scheme. Whilst this cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.
Additional cycle track at Tempsford	More attention / detail and a dedicated cycle track is required and essential on the stretch of road				x	N	There is an existing footway from Tempsford to Black Cat. This is being retained as far north as School Lane, where an alternative route is provided via Roxton Road and the new Roxton Road link. Kelpie Marine is also

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	between Tempsford and the new access road, especially as the traffic will hopefully be flowing after the road alterations - this is especially the case from the Anchor Hotel (Vanilla Alternative) to Kelpie Marina including the old sandstone bridge.						served with a new access suitable for walkers and cyclists use. This new section of route provides a safe route from Tempsford footbridge to Wyboston footbridge. The existing cycle track is on the western side of the A1 and stops at Tempsford footbridge, where there are ramped approaches, providing access to Station Road. Any works south of School Lane would be outside the scope of the Scheme. Whilst this cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.
Additional cycle route between Tempsford and Roxton	Ideally there should be a cycle route from School Lane Roxton to Tempsford, but this would need funding to come from the community fund for the A1.				x	N	Comment noted.

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Additional cycle track between St Neots and Potton Road	Please consider better provisions for WCHs in the realignment of the A428, by providing a cycle lane and pavement between St Neots and Potton Road.				x	N	The provision of a cycle lanes and footpath along the B1046/Potton Road is outside the scope of the Scheme. The B1046 and Potton Road are part of local road network and as such the requirement for these measures would be determined by the local highway authority.
Additional cycle routes for St Neots	It's disappointing and contrary to local policy that no new cycle routes are proposed to access St. Neots' from the south and the east.	x				N	The provision of a cycle route such as that described is outside the scope of the Scheme. Whilst this cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.
Additional parallel scheme-wide cycle route	Please provide a cycle route on both sides of the A428.				x	N	The Scheme does not include a cycle route along the new dual carriageway. However the existing A428 will remain intact as an alternative route which will be expected to experience a significant reduction in traffic which will make it an attractive route for cyclists.

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Additional parallel cycle paths into Cambridge	Please consider incorporating sections of parallel cycle paths to aid journeys into Cambridge.				x	N	The existing A428 will be intact and will provide a more attractive route for cyclists than it currently does due to an expected significant reduction in traffic. The provision of a shared unsegregated footway/cycleway between St Neots and Caxton Gibbet is outside of the scope of this Scheme. Whilst this cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.
Improved cycle route connectivity	Please connect cycle routes to St Neots station.					N	It is not within the scope of the Scheme to implement wider cycling enhancements. Whilst this cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.

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Connectivity of cycle routes	Ensure cycleways along the A1198, across the A428 and continuing the cycleway down the A1198 to Caxton.				x	N	A shared footway/cycleway is being provided as a separate scheme promoted by Cambridgeshire County Council, with contributions from Highways England's A14 Cambridge to Huntingdon Scheme. The Scheme includes provision to tie in with this route up to the Caxton Gibbet Junction, however provision (to Caxton village) is outside of the scope of this Scheme. Whilst this cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.
Connectivity of cycle routes	Provisions and connectivity for cyclists surrounding Eltisley, from St Neots to Cambourne require improvement.				x	N	No specific cycle routes are being created. Where shared footway/cycleways are created they will be designed to the requirements of current standards or the local highway authority requirements.
Cycle crossings at Black Cat	I suggest an improved east/west cycle crossing at Black Cat.				x	N	For safety reasons, including suicide prevention, the intention at Black Cat is to keep cyclists and walkers away from the

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							junction. An alternative route is available via Roxton Road and Sustrans Route 12.
Free flowing cycle routes	Cycle routes should be uninterrupted.				x	N	No specific cycle routes are being created. Where shared footway/cycleways are included within the Scheme they have been designed to the requirements of current standards.
Cycle path on the A1307 should be on both sides of the road	Cycle provision made adjacent to one side of the road only (as the A14 extension) will not really work, who is going to cross a carriageway to reach it?				x	N	This Scheme includes suitable crossing points to allow users to safely navigate the footway/cycleways provided.
Cycle way and crossing A14	Has the proposed inclusion of a short cycleway and crossing point in the A14 upgrade, been considered further, if not please do so.				x	N	The A14 Cambridge to Huntingdon improvements scheme is separate from this Scheme.
Cycle routes must be suitable for all ages	The paths and junction designs should be suitable for all ages				x	N	The footway/cycleway and crossing points for cyclists have been designed in accordance with DMRB standards which

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	and abilities of people cycling.						covers all potential users.
Existing A428- cycling provision	Please consider retaining the existing A428 for segregated cycle paths/ The existing road is too dangerous for WCHs.		x		x	N	The existing A428 will provide a continuous local route between St Neots and Caxton Gibbet. Traffic on this route is anticipated to reduce significantly. This will be more attractive to cyclists. It is beyond the scope of the Scheme to provide a separate off-carriageway route. The existing A428 will be de-trunked and will become the responsibility of as the relevant local highway authorities.
Cyclist access to the road	Please ban cyclists from using the road.				x	N	The new dual carriageway will be designated as an all-purpose trunk road and therefore cyclists cannot be prohibited from using it. However, it is expected that the reduction of traffic on the existing A428 will make that route more attractive to cyclists.
Extend Greater Cambridgeshire Partnership cycle way to villages	Please extend the planned Greater Cambridgeshire Partnership cycle way Caxton Gibbet - Papworth Everard south roundabout, to St Neots.				x	N	The creation of routes such as those described is outside the scope of this Scheme. As the local highway authority Cambridgeshire County Council would be responsible for delivery of such a scheme.

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Road safety large vehicles passing cyclists	Please ensure there is sufficient space on the new dual carriageway for trucks to overtake cyclists.				x	N	In accordance with Highways England standards the new dual carriageway will have a standard cross section for an all-purpose trunk road.
Avoid 90 degree turns for cyclists	Cyclists should not have to undertake 90-degree sharp turns.				x	Y	Since the statutory consultation further engagement with local cycling groups has informed the provision for cyclists within the Scheme. As part of this the footway/cycleway alignment has been smoothed out as far as is reasonably practicable, to avoid sharp turns.
Road safety for cyclists	Please ensure the new dual carriageway is safe for cyclists to travel on the link between Eltisley and Papworth.				x	N	Traffic flows on the existing A428 are expected to reduce significantly as a result of the Scheme, thereby making that route between Eltisley and Papworth more attractive and safer for cyclists.
Consideration for additional footpaths along the A428	Footpaths should be built along the existing A428, as part of the Scheme.	x				N	The existing footways along the existing A428 will remain. The provision of cycling or walking facilities alongside the existing A428 once it is de-trunked (and becomes part of the local highway network and the responsibility of the local highway authorities) is beyond the scope of the Scheme. Whilst this cannot be provided as part of the

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							Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.
Additional footpaths over the A1	There should be more footbridges over the A1 (Wyboston/Chawston).				x	N	The existing footbridge at Wyboston will remain and is not affected by the Scheme. There are no plans to install a new footbridge.
Consideration for safer footpaths for vulnerable users	Not all footpaths and bridges have safe crossings in the new proposals, and especially not for vulnerable road users.				x	N	Pedestrian safety has been considered in the design in accordance with the relevant design standards. During the detailed design phase further work will be undertaken (including a review of expected traffic flows) to review all crossings and refine their design further.
Consideration for improved footpath access between Croxton and Yelling	The footpaths between Croxton and Yelling are very convoluted and may discourage use.	x				N	Where the Scheme disrupts an existing designated route this has been reprovided in line with the existing standard. The 500m diversion via Toseland Road Bridge has been determined on the basis of various grounds including cost, additional land take and user safety. The approach also

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							takes into account user experience alongside an analysis of expected usage. This is achieved through count surveys carried out on different days to record the number of users. The number of observed on this route did not justify the inclusion of a dedicated footpath within the Scheme. More information on the results of the walkers, cyclists and horse rider counts can be found within Chapter 12, Population and human health of the Environmental Statement [TR010044/APP/6.1].
Proximity of footpath 59/1 to the A428	The proposed footpath 59/1 is very close in proximity to the new dual carriageway. Please consider providing a direct crossing over or under the carriageway instead, to protect users from vehicles and subsequent pollution.				x	N	Count surveys have been carried out on different days to record the number of users, and these did not show significant demand for a dedicated crossing at this location. The nearby Toseland Road Bridge is required to reconnect Toseland Road over the new dual carriageway and being only 500m to the west of footpath 59/1 it provides opportunity to connect footpath 59/1 from one side of the new dual carriageway to the other. More information on the results of the walker counts can be found within Chapter 12, Population and human health of the Environmental Statement [TR010044/APP/6.1].

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Significant reduction in footpaths	There is a significant reduction in footpaths accessing St Neots from the south in the current plan (Wintringham Park B (p.38), and no new cycle routes are proposed to enable the communities south and east of St Neots to access on a dedicated route (not shared with vehicular traffic). This is contrary to Cambridgeshire County Councils Transport Strategy which aims to encourage residents to use alternative forms of travel to access local market towns.	x				N	The reduction in Public Rights of Way (PRoW) near the Wintringham development reflects the reduction/rationalisation of PRoW within the Wintringham development itself which is subject to Local Planning Consent. Shared footway/cycleways are being provided as part of the Scheme at Cambridge Road junction, Eltisley and Caxton Gibbet junction to allow the junctions to be more safely negotiated by walkers and cyclists. It is not within the scope of the Scheme to implement Cambridgeshire County Council's Transport Strategy.
Diverted footpath	Can a bridge be provided rather than the proposed diverted footpath north of Croxton?				x	N	A footbridge at this location would be approximately 5m above existing ground level at this location and would add to the visual impact of the Scheme. The new dual carriageway is in cutting at this location in order to reduce visual and noise impact on

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							Croxton. If an underpass were used it would therefore have to be considerably lower than existing ground level and would collect water, requiring it to be permanently pumped. Toseland Road is approximately 500m west of the footpath and will be constructed with a wide footway on the east side. The diversion route from the footpath to the bridge will pass along the outside of the landscape planting and will not be immediately adjacent to the new dual carriageway. In addition, a new footway is to be constructed next to Toseland Road to connect with the footway at the junction of Toseland Road and the existing A428.
Consideration for extending the footpath over the river Ouse	The current footpath along the A1 north, over the river Ouse is insufficient for WCHs. An extension of the Ouse Valley Way walking route should be considered to link the Great North Road and the Barford Road to the river - this could be linked to a cross-river green bridge for walkers and cyclists.		x		x	N	This structure is not affected by this Scheme and thus any changes to it would be outside the scope of the Scheme. Whilst this cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Consideration for Horse riders	Greater considerations for horse riders are needed, with cyclists and walkers currently being prioritised.				x	N	The Scheme design considers horse riders where appropriate and in an equitable manner in line with the approach taken to walkers and cyclists. The scope of the Scheme does not include the provision of additional routes or betterment (beyond those existing) for walkers, cyclists or horse riders. Horse riders are legally allowed to use the carriageway and Highways England do not plan to impose restrictions to prevent this on any of the roads within the scope of the Scheme. Where the Scheme disrupts an existing Bridleway this has been reprovided in line with the existing standard. The approach to reinstatement takes into account user experience alongside an analysis of expected usage. This is achieved through count surveys carried out on different days to record the number of users. Diversions are kept to a minimum length, taking into account natural barriers, cost, additional land take and user safety. More information on the results of the walkers, cyclists and horse rider counts can be found within Chapter 12, Population and human health of the Environmental

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							Statement [TR010044/APP/6.1].
Consideration and provisions for Horse riders	It would be safer for walkers, horse riders and cyclists, if the entrances/exits off the bridle path across the existing A428, were more directly aligned, so that the users could go straight across the road in a straight line.	x				Y	The design in this location has been refined to take account of these concerns. A short section of verge on the existing A428 will be cleared and improved to allow the crossing in question to be "squared up" i.e. made perpendicular as part of the Scheme.
Consideration and provisions for Horse riders in Roxton	More consideration is needed for Horse Riders in Roxton, Chawston and Wyboston. Figure A in the consultation Booklet refers to cycle/footways from which horse riders are prohibited and can only use BOATS /bridleways. The proposed cycle/footway from School Lane to C44 over the new Chawston Bridge must				x	N	The existing Roxton Road bridge does not currently cater for horse riders other than a right to ride on the carriageway. The Roxton Road bridge has been provided within the Scheme to maintain connectivity across the Scheme. Survey counts have been undertaken on the existing bridge to understand current level of usage by walkers, cyclists and horse riders. On the days counts were undertaken no horse riders were observed on the existing bridge, and therefore whilst the right to ride on the carriageway remains, the barriers on each side of the new Roxton road bridge have not been designed to comply with DMRB standards for horse riders. More information on the results of the

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	also allow for horse riders.						walkers, cyclists and horse rider counts can be found within Chapter 12, Population and human health of the Environmental Statement [TR010044/APP/6.1].
Improved bridle way Toseland to Abbotsley	It is good the Scheme takes the bridleway from Toseland to Abbotsley over the new dual carriageway via a bridge.	x				N	Comment noted.
Connectivity of existing bridle paths	The local Parish councils are attempting to connect existing bridle paths and from Gt Barford to Sandy via Blunham and to Bedford off road. Can thought be given to joining up existing bridle paths to get from Bedford to St Neots as an alternative approach to building bridges / underpasses.				x	N	In the delivery of the Scheme Highways England is required to reprovide bridleways and designated routes that are severed or disrupted as a result of the Scheme. Wider interventions outside of the Scheme area are outside of the scope of the Scheme. Whilst this cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.
Underpass considerations	Please ensure all	x				N	Comment noted. Where bridleways have

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
and provisions for Horse riders	bridges and underpasses meet require heights for horse riders to dismount.						been diverted via structures these structures provide adequate headroom.
Underpass considerations and provisions for Horse riders at Winteringham Park	Please provide an underpass to enable access to the countryside from Winteringham Park.	x				N	There is an existing underpass under the existing A428 near Hen Brook which is unaffected by the Scheme. The Scheme includes a further underpass under the new dual carriageway at Hen Brook, and a footbridge further north east to enable safe crossing of the Scheme. Either route could be used by residents of the Winteringham Park development.
Underpass headroom considerations and provisions for Horse riders	The proposed under pass at Eltisley is insufficient, horse riders (especially disabled) will have to dismount prior to entering the bridleway underpass.				x	Y	Comment noted. The height of this underpass was increased from 2.7m to 3.7m to avoid riders needing to dismount.
Railing provisions to meet the British Horse Society standards	The railings to the new bridge opposite Roxton Garden Centre towards Chawston should meet the British				x	N	The Roxton Road bridge has been provided to maintain connectivity across the Scheme. Survey counts have been undertaken on the existing bridge to understand current level of usage by walkers, cyclists and horse riders.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	Horse Society recommended height for such situations.						On the days counts were undertaken no horse riders were observed on the existing bridge, and therefore the barriers on each side of the new Roxton road bridge have not been designed to comply with DMRB standards for horse riders. More information on the results of the walkers, cyclists and horse rider counts can be found within Chapter 12 Population and human health of the Environmental Statement [TR010044/APP/6.1].
Consultation with the British Horse Society for the new underpass	The British Horse Society should be consulted for underpass requirements. I.e. acoustic damping, enough space and lighting.				x	N	The British Horse Society have been invited to join the Walkers, Cyclists and Horse Riders Technical Working Group convened as part of Scheme development. The invite to the first meeting of this group was issued on 19 September 2019. The British Horse Society will be invited to engage with the Scheme during the detailed design phase.

5.14 Theme: Land use and assets

5.14.1 **Table 5-12** summarises the matters raised in relation to the land use and asset considerations of the Scheme.

Table 5-12: Summary of consultee comments on the land use and asset considerations of the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Impact on local business	The dual carriageway causes significant detriment to the operation of land and business associated/ agriculture.			x		N	The design of the Scheme includes only those areas of land that need to be acquired temporarily or permanently to construct, operate and maintain the Scheme, and has sought to avoid severing land parcels wherever possible to preserve their future agricultural viability. Detailed information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1]. Highways England has sought to avoid severing land parcels wherever possible, to preserve the future of businesses and operational land, whilst continuing to engage with affected landowners and businesses. More information on compensation for business owners and occupiers can be found here: Compensation to Business Owners and Occupiers – https://www.gov.uk/government/publications/compulsory-purchase-and-compensation-booklet-2-compensation-to-business-owners-and-occupiers
Impact on local business	The dual carriageway causes significant detriment to the operation of land and business associated with Gleneden, in terms of access, position and sufficient size of			x		N	The design of the Scheme includes only those areas of land that need to be acquired temporarily or permanently to construct, operate and maintain the Scheme, and has sought to avoid severing land parcels wherever possible to preserve their future agricultural viability. Detailed information on each land plot and future uses is provided in the Statement of Reasons

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	plot						[TR010044/APP/4.1]. More information around compensation can be found at the link below. https://www.gov.uk/government/publications/compulsory-purchase-and-compensation-booklet-2-compensation-to-business-owners-and-occupiers.
Impact on local business – access proposals	Egress proposals from the BP garage onto the A1 north of the Black Cat junction will adversely impact its business.			x		N	The existing access and egress from the service station are not being closed off. The route vehicles take on leaving the service station will change, to direct them to the new Black Cat junction via a service road. This is a safety improvement for service station customers and users of the A1. It is anticipated that vehicles leaving the service road will use the traffic signals "intergreen" period when both sets of traffic signals on the gyratory section and the A1 southbound off-slip are showing a red light. These arrangements are shown on the General Arrangement Plans [TR010044/APP/2.4] provided with the application.
Access to land off Black Cat during construction	Maintenance of access to land at the Black Cat during construction.			x		N	The Scheme includes a new Private Means of Access which provides third party rights to cross over adjacent land in order to access their own land to the east. Highways England is aware of the landowners desire for flexibility in the provision of the Private Means of Access and will account for this in the drafting of the agreement which grants the rights. Highways England have continued to engage with this landowner around

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							these issues and have discussed the roundabout design. As the site does not have planning permission and is not a committed development the Scheme provides for agricultural access only. Any larger access would affect the eastbound on-slip road design for the new dual carriageway, which would require additional land from others. Highways England will continue to liaise the affected landowner about the details of the third-party access through your land so that future impacts on the land use are minimised whilst still maintaining access rights.
Excessive permanent access rights Toseland	Permanent access rights north of the new dual carriageway and East of Toseland Road are excessive.			x		N	As part of the Scheme, Highways England is required to connect the footway from the proposed Toseland Road realignment to the existing A428. Access to properties will be maintained through the footway. Detailed information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1].
Land loss Winttingham Estate	Agricultural land loss for environmental mitigation relative to Winttingham Estate is excessive.			x		N	The Scheme has been robustly designed to incorporate a comprehensive landscaping and ecological mitigation strategy which has been developed to integrate and visually screen the engineering components into the receiving landscape pattern, and to replace habitats and vegetation lost. Detailed information on each land plot and future uses is provided in the Statement of Reasons

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							[TR010044/APP/4.1].
Decommissioning of council assets	Any existing assets that are not required by the County Council after the date of handover must be decommissioned.		x			N	Comment noted. Engagement with Local Highway Authorities around the transfer of assets will remain a key part of ongoing discussions throughout the DCO process. Engagement will be ongoing.
Deed of Consent	A Deed of Consent is required for any crossing of the easement.	x				N	Highways England has been in close liaison with NGET and NGG to ensure that their apparatus is protected to their satisfaction during the works and protective provisions which are detailed in Schedule 9 of the draft DCO [TR010044/APP/3.1].
Impact on property value	The alignment of the new dual carriageway will decrease the value/enjoyment of my home/ I am very concerned with the impact the work will have on my ability to sell my house and the price I may achieve			x		N	Large scale or major public works near a property have the potential to reduce its value, making it difficult to sell at market rate – this is referred to as blight. However, improved transport links (as a result of works) can also have a positive impacts on property prices over the longer term. For further information on the discretionary purchase process, you can find the following guides online: Your Property and Discretionary Purchase - https://www.gov.uk/government/publications/your-property-anddiscretionary-purchase Affected landowners have been contacted to discuss

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							the details of the Scheme and how it may impact on their property or interests.
Land use soil/material storage areas	We seek clarity on the future land use of proposed soil/materials storage areas.		x			N	The information presented within the Preliminary Environmental Information Report relating to scheme construction reflected that which was known and available at the time of publication. Soil and material storage areas were indicated on the General Arrangement Plans (Map Book 1) and Land Plans (Map Book 2) that were available during the statutory consultation and are available on the Highways England website. These areas are being reviewed and may change as the construction phasing is developed. Highways England is legally bound to sell back any land deemed surplus to requirements (upon opening of the Scheme), to the original owners. Further information of the soil, material storage and use of construction materials is detailed within the Environmental Statement [TR010044/APP/6.1] and the First Iteration Environmental Management Plan [TR010044/APP/6.8].
Gas pipeline diversion	It is likely that HSE would advise against this application, unless the gas pipelines were diverted from	x				N	Highways England has been in close liaison with the pipeline owners to ensure that their apparatus is protected to their satisfaction during the works and protective provisions which are detailed in Schedule 9 of the draft DCO [TR010044/APP/3.1].

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	the inner zone of the dual carriageway.						
National Grid - building over cables	National Grid provide a summary of conditions related to interactions between the Scheme and their electricity and gas infrastructure.	x				N	Highways England has been in close liaison with NGET and NGG to ensure that their apparatus is protected to their satisfaction during the works and protective provisions which are detailed in Schedule 9 of the draft DCO [TR010044/APP/3.1].
Network Rail	Network Rail provide a summary of conditions related to interactions between the Scheme and their rail infrastructure, including during construction and ongoing maintenance	x				N	Consultation with Network Rail has been ongoing and includes items such as in-principle approvals for the bridge that will be constructed over the railway, types of fencing required and preparation of a Two Party Overbridge Agreement. Suitable Protective Provisions will be included within the DCO to ensure that all of Network Rail's interests are catered for. Highways England is actively progressing to secure the required easement for construction of the piers oversailing the railway line, in consultation with Network Rail. Highways England has regularly consulted Network Rail (LNE Asset Protection Team based in York) during the Scheme development and this liaison with them will continue through to construction. Changes to the Network Rail boundary fence, its security and

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							maintenance has been part of these discussions.

5.15 Theme: Economic considerations

5.15.1 **Table 5-13** summarises the matters raised in relation to the economic considerations and potential implications of the Scheme.

Table 5-13: Summary of consultee comments on the economic considerations and potential implications of the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Improvements to local business opportunity	The Scheme will be a great benefit to surrounding industry/those using the A428 as a strategic route/ provide business opportunity.				x	N	Comment noted. Quicker, safer and more reliable journeys will create new job opportunities and support long term and sustainable growth.
Costs of the project	The proposed 3-tiered option at Black Cat is the most expensive/ complicated.				x	N	The Black Cat junction will be a three-tier junction, with the new dual carriageway free-flowing over the top, the A1 free-flowing underneath, with a new gyratory and slip roads in between to allow access in all directions. The traffic modelling undertaken as part of the Scheme indicates that this level of intervention is required in order to cater for forecast future traffic flows and to meet the demand of future development.
Funding access	I do not think you are currently capable of funding the Scheme.				x	N	The Scheme is included in the Department for Transport's Roads Investment Strategy (RIS) as a committed scheme. It is being delivered through Highways England's RIS1 and RIS2 funding.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Increasing transport connectivity	The Scheme is important for connections to Felixstowe and UK trade post Brexit.				x	N	Comment noted. The new dual carriageway will form part of a key route to the ports of Felixstowe and Harwich.

5.16 Theme: Planning aspirations and development constraints in the Scheme area

5.16.1 **Table 5-14** summarises the matters raised in relation to the planning aspirations and development in the Scheme area.

Table 5-14: Summary of consultee comments on the planning aspirations and development in the Scheme area and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Avoid infilling land in residential areas	Please avoid / prevent future infilling of residential properties around the new dual carriageway - only allow commercial developments, especially around St Neots.				x	N	The Scheme does not alter the status of any land outside of the Order Limits. Any future change to the status of the land in the Development Plan would be subject to normal statutory plan-making processes and procedures, and any development proposal would be subject to the normal consenting requirements, including a need for planning permission where applicable.
Potential for future infilling land	We are concerned that land between the existing and new dual carriageway will be subject to development.	x				N	The Scheme does not alter the status of any land outside of the Order Limits. Neither the South Cambridgeshire Local Plan (adopted September 2018) nor the Huntingdonshire Local Plan (adopted May 2019) allocates any land for development between the existing A428 and proposed new dual carriageway. Any future change to the status of the land in the Development Plan would be subject to normal statutory plan-making processes and procedures, and any development proposal

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							would be subject to the normal consenting requirements, including a need for planning permission where applicable.
Consideration for future housing developments	The route of the Scheme should probably have considered potential future housing growth when the alignment was considered. Given the need for 1 million homes in the OX-CAM arc was this route the best option to help deliver that?				x	N	The Scheme development and optioneering process is described in Chapter 3, Assessment of alternatives of the Environmental Statement [TR010044/APP/6.1] and the Case for the Scheme and National Policy Statement [TR010044/APP/7.1] along with the reasons for the selection of the chosen route.
Consideration for future housing developments - impact of Scheme alignment	Land affected by the alignment of the Scheme is included in land identified in Central Bedfordshire's Pre-Submission Local Plan for the development of 10,000 homes. The Scheme should be moved further north to enable development of this land (as seen on sheet 3 and 4 of Land Plans).			x		N	The Pre-Submission Local Plan has no status and the development suggested therein is not committed and cannot be taken into account. This land referred to is shown in the Pre-Submission Central Bedfordshire Local Plan as an "Identified Location for Future Growth". This is not an allocation and no housing numbers have been attributed. The land has been identified as having potential to one day be suitable for development subject to consideration of further technical evidence and/or the delivery of supporting infrastructure. The new dual carriageway in this area has to navigate several natural and man-made constraints such as the River Great Ouse, the East Coast Mainline Railway and wooded

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							areas. There is greater flexibility available in the planning of a possible future residential development than there is a trunk road. Presumably commitment to incorporate this development into the local plan is reliant upon the Scheme being constructed. The route of the new dual carriageway has to take precedence.
Land designated for employment	Land situated between the current A428 and new route at St Neots should be designated as employment land as part of the Scheme.				x	N	The Huntingdonshire Local Plan (adopted May 2019) does not allocate any land for development between the existing A428 and proposed new dual carriageway. Any future allocation of this land for employment use would be subject to normal statutory plan-making processes and procedures by Huntingdonshire District Council. The Scheme does not have the power to make new allocations in the Development Plan through the DCO process.
Sustainable housing plans	The Huntingdonshire Local Plan's policies on sustainable housing will not be met if land situated between the existing A428 and new route at St Neots isn't designated as employment land.				x	N	The Huntingdonshire Local Plan (adopted May 2019) does not allocate any land for development between the existing A428 and proposed new dual carriageway. Any future allocation of this land for employment use would be subject to normal statutory plan-making processes and procedures by Huntingdonshire District Council. The Scheme does not have the power to make new allocations in the Development Plan through the DCO process.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Protective provisions Anglian Water	It is considered that protective provisions specifically for the benefit of Anglian Water should be included as part of the wording of the Draft DCO. These protective provisions are in addition to that for utility companies as set out in the model provisions for DCO applications.	x				N	Comment noted. Discussions are ongoing between Highways England and Anglian Water Services Ltd in relation to the protective provisions and the interaction between the Scheme and infrastructure owned and operated by Anglian Water Services Ltd

5.17 Historic England's response to the statutory consultation

5.17.1 **Table 5-15** summarises the matters raised by Historic England in its late response to the statutory consultation (received on 26 February 2020). For more information see paragraph 4.6.7 in Chapter 4.

Table 5-15: Summary of Historic England's comments and Highways England's response

Topic /issue	Summary	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
Adequate study area and proposed methodology	The study area and general proposed methodology considered for addressing environmental impacts concerning the historic environment are acceptable.	N	Comment noted.
Further assessment of Scheduled sites	Given the number of assets in the study and considering the visual impact on these Scheduled sites, it would be beneficial to have a dedicated assessment to cover each one presented, especially on the setting of the grade II* Croxton Park.	N	This is included within Section 6.9 of Chapter 6 within Volume 1 of the Environmental Statement [TR010044/APP/6.1].
Beneficial realignment of the new dual carriageway	We conclude the proposal to set the new dual carriageway further north than the existing A428 and thus further away from the grade II* heritage assets, to be a beneficial decision.	N	Comment noted.
Impacts at Cambridge Road junction	The potential for street lighting at the Cambridge Road junction, alongside the potential for elevated sections of road and the visibility to and from the listed buildings, may be increased in comparison to other	N	Consideration of lighting has been considered in the assessment in Section 6.9 of Chapter 6 within Volume 1 of the Environmental Statement [TR010044/APP/6.1].

Topic /issue	Summary	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
	sections of the road.		
Justification required for the proposed demolition of designated heritage assets	Please provide a high level justification for the proposed demolition of Brook Cottages and the milestones south of Pembroke Farm, which would constitute substantial harm to the significance of heritage assets in regards to the NPPF.	N	An assessment of impact upon Brook Cottages and the milestones is detailed in Chapter 6 within Volume 1 of the Environmental Statement [TR010044/APP/6.1] in Section 6.9. Section 12.2 of the Archaeological Mitigation Strategy [TR010044/APP/6.12] details the mitigation measures proposed for milestones, which will be recorded, removed and reinstated. The Black Cat Junction Design Options report [TR010044/APP/7.7] sets out how the design of the proposed Black Cat Junction, an integral element of the Scheme, has developed over time and the reasons why demolition of Brook Cottages is necessary in order to deliver the Scheme and therefore to provide the substantial public benefits which will be realised from the Scheme's delivery. The Black Cat Junction Design Options report [TR010044/APP/7.7] should be read alongside the Case for the Scheme [TR010044/APP/7.1] which provides an assessment of the Scheme against the National Policy Statement for Networks National. The Case for the Scheme, Chapter 5, sets out that the loss of the cottages would result in substantial harm and the reasons why the substantial public benefits of the Scheme outweigh the loss of the listed building.
Further detail required for impact assessment of Brook Cottages	The assessment of Brook Cottages (Appendix B to the review of Black Cat Design options, Final review (May 2018)), is useful, but not a detailed study of the building. Therefore, a detailed investigation of the building would be needed.	N	Appendix E, Brook Cottages Statement, of the Case for the Scheme [TR010044/APP/7.1] sets out that Highways England has sought to undertake a structural survey of Brook Cottages in order to better understand the condition of the different elements of the building and the potential for its relocation. Unfortunately, it has not been possible to gain permission from the owner to access the building for this purpose. However, the broad nature and condition of its physical fabric is understood from the visual inspection undertaken in March 2018, which is set out at Appendix 6.10 of the

Topic /issue	Summary	Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
			Environmental Statement [TR010044/APP/6.3] A further detailed investigation into Brook Cottages is proposed and a method statement has already been agreed with Historic England and the Conservation Officer for Bedford Borough Council. Highways England is still in discussion with the owner of Brook Cottages to negotiate access to undertake the survey by voluntary agreement.
Clarification of geophysical survey techniques	Please clarify the techniques which will be used for the geophysical surveys.	N	As detailed in in Appendices 6.4 and 6.5 in Volume 3 of the of the Environmental Statement [TR010044/APP/6.3], the technique utilized was magnetometry. The methodology was agreed with all three planning archaeologists for Bedford Borough Council, Central Bedfordshire Council and Cambridgeshire County Council.
Indirect impacts assessment of the hydrogeological changes	The indirect impact of the changes to hydrology/groundwater levels should be considered in conjunction to the direct and indirection impacts on the historic environment, as the hydrology and groundwater levels may impact the survival of nearby archaeological remains.	N	Indirect impacts caused by changes to hydrology/groundwater are detailed in Section 6.9 in Chapter 6 within Volume 1 of the Environmental Statement [TR010044/APP/6.1]. This was undertaken in consultation with Chapter 9 Geology and Soils and Chapter 13 Road Drainage and the Water Environment. No effects were identified.

5.18 Summary of Scheme changes as a result of statutory consultation

- 5.18.1 Respondents made a number of requests for changes to the Scheme proposals in their responses to the statutory consultation, some of which have been adopted by Highways England.
- 5.18.2 If a request for a change has been adopted, this is indicated with a “Y” in the “Change (Y/N)” column in **Tables 5-1 to 5-15** included in sections 5.3 to 5.17. These tables outline the matters raised at statutory consultation, along with Highways England’s response.
- 5.18.3 **Table 5-16** lists the changes that have been made to the Scheme design following consideration of the responses to the statutory consultation.

Table 5-16: Changes to the Scheme as a result of statutory consultation and ongoing engagement

No.	Location	Element of the Scheme and issue raised in consultation	Design change as a result of consultation response
1	West of Black Cat roundabout	Concern regarding noise levels from the existing A421.	In response to feedback received and further noise modelling that has since been undertaken, earth barriers (known as noise bunds) have been added to reduce noise effects.
2	North side of existing Bedford Road, west of Black Cat roundabout	Alignment of the footway/cycleway.	In response to feedback from the local highway authority to the statutory consultation and subsequent discussions, Highways England has improved the alignment of the footway/cycleway.
3	Great North Road, east of the A1	Concern from landowner regarding impact on land that was originally required for a vehicle turning head at the end of the private Great North Road, north east of Black Cat junction.	In response to feedback from the landowner to the statutory consultation and subsequent discussions, Highways England has relocated the proposed turning head to avoid impact on existing uses. Following further review, it was considered that this land will no longer be required.
4	Dove Farm, Wyboston	Concern from landowner regarding the extent of permanent landscaping in this area and land that may have been required for temporary or permanent use.	In response to feedback from the landowner to the statutory consultation and subsequent discussions, Highways England has reduced the land required for landscape purposes to reduce impact on land uses.

No.	Location	Element of the Scheme and issue raised in consultation	Design change as a result of consultation response
5	West of the East Coast Mainline Railway	Landowner requested that the original Order Limits be amended on an existing access track to omit part of a wider area of the track near a barn.	Minor correction to part of existing track over which rights are to be acquired for future maintenance access to the railway bridge.
6	East of the East Coast Mainline Railway, north of the new dual carriageway	Concern regarding impact of the Scheme on agricultural activities to the north of the new dual carriageway.	Changes to temporary land required to the north of the new dual carriageway. In response to feedback from the landowner to the statutory consultation and subsequent discussions, Highways England has altered the design to reduce the impact on agricultural activities. The change removes one area of land previously identified as temporarily required to support construction of the Scheme and identifies an alternative area as replacement.
7	East of the East Coast Mainline Railway, south of the new dual carriageway	Proposed new access track causing severance of a field.	Land required temporarily to construct an agricultural access track south of the new dual carriageway. In response to feedback from the landowner to the statutory consultation and subsequent discussions, Highways England has altered the design to include construction of the access track to avoid severance of a field.
8	Potton Road, east of the commercial buildings on Potton Road.	A footpath diversion was proposed to address the problem of it passing through the yard and buildings of a business close to the new dual carriageway.	In response to feedback from the landowner to the statutory consultation and subsequent discussions, Highways England has removed the proposed footpath diversion to avoid impact on farming activities. As the footpath is not directly affected by the Scheme its inclusion in the Order Limits cannot be fully justified.
9	South of Hen Brook	Concern regarding the impact on farming activities of the proposed shape of the field.	In response to feedback from the landowner to the statutory consultation and subsequent discussions, Highways England has altered the design to include additional land for landscaping purposes and regularize the shape of a

No.	Location	Element of the Scheme and issue raised in consultation	Design change as a result of consultation response
			field to reduce the impact on farming activities.
10	Wintringham Farm, east of Cambridge Road	Concern regarding the impact to land uses.	In response to feedback from the landowner to the statutory consultation and subsequent discussions, Highways England has reduced the area required for landscaping, whilst maintaining adequate mitigation, to avoid impact on land uses.
11	East of Bridleway 1/18, north of the new dual carriageway.	Concern from landowner regarding the area of land required for landscaping.	In response to feedback from the landowner to the statutory consultation and subsequent discussions, Highways England has reduced the area required for landscaping. It was considered that the extents of landscaping could be reduced whilst maintaining adequate mitigation.
12	East of Toseland Road	Concern regarding the severance of a field.	In response to feedback from the landowner to the statutory consultation and subsequent discussions, Highways England has altered the design to include construction of the access track to avoid severance of a field.
13	West of Pillar Plantation underpass and bridleway 278/3	Concern regarding the severance of a field.	In response to feedback from the landowner to the statutory consultation and subsequent discussions, Highways England has altered the design to include construction of the access track to avoid severance of a field.
14	South of Caxton Gibbet roundabout	Concern regarding the level of cycling provision.	In response to feedback from cycling groups to the statutory consultation and subsequent discussions, Highways England has included additional land to allow construction of a shared footway/cycleway on the west side of the A1198, south of Caxton Gibbet roundabout, within the existing A1198 highway boundary, to improve the cycling provision.

No.	Location	Element of the Scheme and issue raised in consultation	Design change as a result of consultation response
15	Scheme wide	Concern regarding alignment of the footway/cycleway and that cyclists should not have to undertake 90-degree sharp turns.	Since the statutory consultation further engagement with local cycling groups has informed the provision for cyclists within the Scheme. As part of this the footway/cycleway alignment of the Scheme has been smoothed out as far as is reasonably practicable, to avoid sharp turns.
16	Along the existing A428	Improvements need to be aligned to the existing A428. The entrances/exits off the bridle path across the existing A428, should be more directly aligned, so that the users can go straight across the road.	The design in this location has been refined to take account of these concerns. A short section of verge on the existing A428 is to be cleared and improved to allow the crossing in question to be "squared up" i.e. made perpendicular.

6 Supplementary consultation

6.1 Introduction

- 6.1.1 Following the review of feedback from the statutory consultation in 2019 and progression of further design development and environmental assessment, a number of changes to the Scheme were identified (see paragraphs 6.4.4 to 6.4.6). These included a combination of refinements to the design, methods of construction and changes to the use and extent of the land Highways England need to build, maintain and operate the Scheme. As a result, a non-statutory supplementary consultation was undertaken in June and July 2020.
- 6.1.2 Section 6.3 details how Highways England delivered a comprehensive approach to the consultation despite the restrictions imposed by the nationwide lockdown which began in March 2020 in response to COVID-19. This is in accordance with amendments to government guidance for infrastructure projects which were introduced to address the restrictions on movement and access to physical locations that have resulted from the COVID-19 pandemic (see paragraph 6.3.7).
- 6.1.3 While the supplementary consultation was non-statutory in nature it was conducted having regard to the principles of pre-application statutory consultation set out in the PA 2008 and in accordance with DCLG guidance '*The Planning Act 2008: Guidance on the pre-application process*'. Consultees were provided with five weeks to respond to the consultation (exceeding the minimum period of 28 days). The proposed approach to undertaking the consultation was shared with the local authorities previously consulted on the SoCC (all s43(1) authorities in addition to Cambridge City Council and Milton Keynes Council) to seek their views on Highways England's plans (see paragraph 6.3.4).
- 6.1.4 Newly affected land interests were identified as having an interest in some of the land required for the Scheme as a result of the changes proposed in the supplementary consultation. Therefore, these newly identified land interests were consulted in accordance with s42(1)(d) of the PA 2008 as part of the supplementary consultation. Further information is included in section 6.6.

6.2 Structure of chapter

- 6.2.1 This chapter provides a summary of Highways England's approach to supplementary consultation on the Scheme. Ongoing engagement outside of the consultation process, including Technical Working Groups (TWGs) is detailed in Chapter 3. This chapter sets out:
- a. How Highways England delivered the consultation during the emerging COVID-19 pandemic.
 - b. An overview of the supplementary consultation undertaken on the Scheme between 24 June 2020 and 28 July 2020 in accordance with the PA 2008, summarising the purpose; who Highways England consulted; what Highways England consulted on, when and how; including the mechanisms Highways England put in place to gather feedback

6.3 Delivering the consultation during the COVID-19 pandemic

- 6.3.1 The global COVID-19 pandemic meant that restrictions such as government requirements around social distancing influenced the way that the supplementary consultation could be carried out. The public were unable to attend physical events or face-to-face meetings. Physical deposit points for consultation material were also not feasible as local venues were closed.
- 6.3.2 This meant Highways England adapted its approach to remove some of the more traditional methods of engagement it would typically undertake, and instead introduce more innovative ways of consulting with statutory stakeholders and the local community on the Scheme, both virtually and remotely.
- 6.3.3 This included:
- a. making greater use of digital approaches;
 - b. ensuring that requests from consultees for hard copies of consultation documents to be sent to them via post were promptly processed; and
 - c. offering the ability for people to ask questions and talk to the project team in a number of ways: through a virtual consultation platform and arranged telephone and online live webchat sessions, on the phone and via email.
- 6.3.4 Highways England's proposed methodology for delivering the supplementary consultation under social distancing measures was shared with the following local authorities in order to seek their views on the approach:
- a. Bedford Borough Council
 - b. Cambridgeshire County Council
 - c. Central Bedfordshire Council
 - d. Greater Cambridge Shared Planning (Cambridge City Council and South Cambridgeshire District Council)
 - e. Huntingdonshire District Council
 - f. Milton Keynes Council
- This followed the same approach taken in 2019 when these local authorities were consulted on the Statement of Community Consultation (see Chapter 3, section 3.4).
- 6.3.5 Central Bedfordshire Council and the Greater Cambridge Shared Planning service responded to advise they were in agreement with Highways England's proposed approach and had no comments to make at that point in time. Huntingdonshire District Council provided some comments regarding the logistical elements of the methodology and to offer support in contacting hard to reach groups in their locality. A record of the comments made and Highways England's respective responses can be found in Appendix Q1.

- 6.3.6 In March 2020, England's then Chief Planner at the Ministry of Housing , Communities and Local Government (MHCLG), Steve Quartermain, wrote to all Chief Planning Officers of local planning authorities in England stressing the need for local authorities to continue to process planning applications during the COVID-19 pandemic. In the letter he encouraged local authorities to use technology where possible to ensure discussions and consultations could go ahead. The Planning Inspectorate also produced a video to explain how they were responding to the current COVID-19 pandemic with reference to virtual events. Whilst this predominantly focused on how the Planning Inspectorate will run examination and inquiry events during the pandemic, the approach suggested they were open to scheme promoters using virtual events as part of the mix of methods used for pre-application consultation.
- 6.3.7 Further government guidance⁵⁵ on procedural requirements for major infrastructure projects was issued on 22 July 2020 in order to ensure ongoing fair participation in the planning process. The approach Highways England took for the supplementary consultation, as outlined later in this chapter, was reflective of this guidance, despite it being published after the start of the consultation.

6.4 Supplementary consultation on Scheme changes

- 6.4.1 The supplementary consultation sought the views of prescribed consultees, the local community and other interested groups and individuals on the Scheme proposals which had been developed following the statutory consultation (held between 3 June 2019 and July 2019). This was with specific regard to changes which had been made which introduced new or different effects compared to the Scheme that was consulted on in 2019. Due to the evolving nature of the Scheme, the SoCC allowed for and contemplated additional consultation on Scheme changes.⁵⁶

Who Highways England consulted

- 6.4.2 Although non-statutory in nature, Highways England consulted with the following groups and individuals as defined by the PA 2008:
- a. Section 42 – prescribed consultees, including statutory undertakers, relevant local authorities, those listed in Schedule 1 of the APFP Regulations (in accordance with APFP Regulation 3), and those who own, occupy or have a legal interest in land that would be affected by the Scheme⁵⁷. The full list of Section 42 prescribed consultees, with the exception of s42(1)(d) consultees, can be found in Appendix J.
 - b. Section 47 – the wider public, including the people living in the vicinity of the Scheme, local businesses, community representatives and community groups (see section 6.8).

⁵⁵ See <https://www.gov.uk/guidance/guidance-on-procedural-requirements-for-major-infrastructure-projects>

⁵⁶ See paragraph 10.3 of the SoCC which is included in Appendix I.

⁵⁷ The Marine Management Organisation (MMO) were not consulted for the supplementary consultation under s42(1)(aa) following their response to the statutory consultation stating that they did not need to be consulted. See paragraph 3.5.7 in Chapter 3 for more detail.

- 6.4.3 There were some minor changes to the number of consultees who were contacted at the supplementary consultation in comparison to the statutory consultation in 2019.
- There were changes to the number of s42(1)(d) consultees due to changes to the Order Limits and changes to the temporary/permanent land take. As a result, there were some changes to the land rights being sought meaning some land interests were identified as either newly, or no longer, affected, or as having a change to the rights being sought on their land.
 - The number of s47 consultees contacted also changed. The postal data from the consultation zone was refreshed and the number of letters increased from 27,140 to 28,453. Additionally, some new community groups were identified through engagement in the local area. See Appendix Q22 for a complete list of the community groups consulted during the supplementary consultation.

What Highways England consulted on: the Scheme changes

- 6.4.4 The two different types of changes Highways England proposed to make to the Scheme following the statutory consultation in 2019 were:
- Changes to the development boundary (known as the Order Limits) which identifies the area in which Highways England is seeking permission to construct, operate and maintain the Scheme. This primarily included extending the Order Limits in some areas to include four borrow pits in the Scheme or to incorporate essential environmental mitigation. Other less significant changes were made to include working space and access during construction. The Order Limits were also reduced in areas where design development showed that the land was no longer needed.
 - Changes to Scheme design. These were changes to the design made since the statutory consultation in 2019 and included changes to the flood storage areas, landscaping and local access.
- 6.4.5 The main Scheme changes which introduced a new or different effect(s) on the environment or people are shown on a plan of the Scheme in the supplementary consultation booklet (see Appendix Q2). The booklet also contains an explanation of why the changes have been made and the benefits and effects they bring.
- 6.4.6 The full list of proposed changes made to the design, Order Limits and land use of the Scheme can be found in a series of map books which were produced as part of the suite of consultation materials to support the information in the supplementary consultation booklet. In addition to the main Scheme changes, these four separate map books provided detail on the more minor changes where it was considered there will be no new or different effects on the environment, local communities or road users. These include, for example, minor changes to the routing and orientation of shared footways/cycleways which have been made in response to feedback.

- 6.4.7 The supplementary consultation response form was designed to be read alongside the supplementary consultation booklet and four map books which were produced to help consultees understand the locations of and reasons for all the proposed changes. During the supplementary consultation Highways England specifically sought feedback on the proposed changes to the Scheme as described in the supplementary consultation booklet.

When Highways England consulted

- 6.4.8 The supplementary consultation was undertaken between 24 June 2020 and 28 July 2020 (a period of 35 days). This was planned to exceed the statutory requirement of a minimum of 28 days within which to respond following the day on which the s42 consultees received the consultation documents (s45 PA 2008).

Feedback mechanisms

- 6.4.9 From the start of the supplementary consultation period on 24 June 2020 to the end of the consultation at 23:59 on 28 July 2020, people were able to provide feedback on the Scheme in the following ways:
- a. by completing and submitting the online response form available via the Scheme web pages
 - b. by downloading the response form on the Scheme web pages, completing it and sending a digital copy via email to the Scheme email address: info@a428.co.uk
 - c. by posting a completed hard copy of the response form to the Freepost address: FREEPOST, A428 Consultation
 - d. by submitting responses via email or in writing to the Freepost address provided
- 6.4.10 Mindful that the unprecedented situation presented by the COVID-19 pandemic could be impacting a variety of people in different ways, Highways England invited people to call 0300 123 5000 to discuss alternative ways of leaving feedback if they were having any difficulty using the channels above. This information was available on page 64 of the supplementary consultation booklet (Appendix Q2).
- 6.4.11 Information on how to provide responses was included in the supplementary consultation booklet and response form (Appendix Q2 and Appendix Q3) in addition to all communications and publicity materials produced to promote the consultation (see section 6.11).
- #### **Requesting hard copy documents**
- 6.4.12 As the use of deposit points was not possible during the supplementary consultation, all efforts were made to make sure printed copies of the consultation material (hard copy documents) were made available on request for those who required them.
- 6.4.13 These could be requested by calling 0300 123 5000 (freephone) or contacting the team at info@a428.co.uk.

- 6.4.14 Consultees were given the opportunity to register in advance to receive hard copies of the consultation material right at the start of the consultation period. This was communicated through a press release issued on 10 June 2020 to local and regional press, radio and television, and included on the Scheme web pages. A copy of the press release issued can be found in Appendix Q38. Those who were registered to receive updates via the Scheme web pages were also issued an email to let them know they could register in advance (this email can be found at Appendix Q26).
- 6.4.15 Information on how to request hard copy documentation was included in the letters to the s42 consultees, the supplementary consultation booklet and response form, on the Scheme web pages and in various publicity materials produced to publicise the consultation.
- 6.4.16 Highways England received 112 requests for hard copy documentation during the supplementary consultation period, whether that be for a single copy of a specific document, or a request for a printed set of the full suite of consultation material (see paragraph 6.9.3 for the full suite of materials).
- 6.4.17 Highways England worked with a supplier to post the material within two days of the request however, despite best efforts, there were some instances where post was delayed for some recipients. This resulted in Highways England providing an extended deadline for the consultation period to these individuals. Section 6.7 outlines the approach taken to address this issue in more detail.

6.5 Notifying Section 42 consultees

- 6.5.1 Highways England sent all s42(1)(a), s42(1)(b) and s42(1)(d) consultees a letter to inform them of the start of the supplementary consultation, enclosing a USB memory stick with the consultation material and including details on how to respond to the consultation. The letters were posted to arrive on or before the first day of the supplementary consultation period (24 June 2020). The letters explained how, as part of the Scheme's continuing development, Highways England is now undertaking a supplementary consultation on proposed changes that have been made to the Scheme since the statutory consultation in 2019, including the introduction of borrow pits.
- 6.5.2 Different variations of the letter were sent depending on whether the consultee fell into one of the following categories:
- Prescribed consultees (s42(1)(a)) and local authorities (s42(1)(b))
 - Land interests (s42(1)(d)) – those previously contacted at statutory consultation in 2019 and still affected by the proposals
 - Land interests (s42(1)(d)) – those previously contacted at statutory consultation in 2019 and no longer affected by the proposals
 - Land interests (s42(1)(d)) – newly identified as a result of the Scheme changes and potentially affected by the proposals (see section 6.6 for more details on the consultation with newly identified land interests)

- 6.5.3 The templates for the different letter variations sent as part of this consultation can be found in Appendix Q (Q13 to Q16). Letters b and d listed under paragraph 6.5.2 included a suggestion from Highways England that, if preferable, a one-one meeting could be arranged to discuss the specific impact of the Scheme on the respective land interest(s).
- 6.5.4 The USB memory sticks enclosed with these letters included the following material:
- a. Supplementary consultation booklet
 - b. Supplementary consultation response form
 - c. Map Book 1 – Updated General Arrangements (including location of proposed design changes)
 - d. Map Book 2 – Updated land use plans
 - e. Map Book 3 – Changes to the development boundary (known as the Order Limits) plans
 - f. Map Book 4 – Changes to the permanent land acquisition plans
 - g. Guide to the Map Books⁵⁸
 - h. Borrow pits factsheet⁵⁹
- 6.5.5 In addition to the USB memory stick, all s42(1)(d) consultees received the following documents in hard copy:
- a. Map Book 2 – Updated land use plans
 - b. Map Book 3 – Changes to the development boundary (known as the Order Limits plans)
 - c. Map Book 4 – Changes to the permanent land acquisition plans
 - d. Guide to the Map Books
 - e. Borrow pits factsheet
- 6.5.6 In addition to the documents listed in paragraph 6.5.5, newly identified land interests also received a hard copy of the s48 notice that was published in line with the 2019 statutory consultation, for information.
- 6.5.7 The letters included a link to the Scheme web pages where consultees could view other Scheme information such as a link through to the virtual consultation room and details of the online live webchat and telephone sessions (for more information see sections 6.10 and 6.12); how to comment on the Scheme; and a link to the Planning Inspectorate's website where more information on Development Consent Orders can be found.

⁵⁸ In the letter sent to s42 consultees this document was referred to as *Guide to the Map Books (detailing what each of the above plans show)*. The bracketed information helped to explain the guide's contents.

⁵⁹ In the letter sent to s42 consultees this document was referred to as *Borrow pits factsheet (including some key Q&A)* to help explain its contents.

- 6.5.8 The letters to s42(1)(d) consultees were sent via Royal Mail **Signed For® 1st Class** in order to arrive on or before the first day of the supplementary consultation period (24 June 2020).
- 6.5.9 The letters to s42(1)(a) and s42(1)(b) consultees were sent via Royal Mail 1st Class⁶⁰ to arrive on or before the first day of the supplementary consultation period (24 June 2020). In addition to these letters, emails were also sent to all s42(1)(a) and s42(1)(b) consultees (where email addresses were known). These included the same information as the letters. This extra step was taken to take account of those who may be working from home as a result of the COVID-19 pandemic.

Managing return to senders

- 6.5.10 There were no s42(1)(a) and s42(1)(b) letters returned to sender. There were some instances where the letters, and the additional consultation materials sent to s42(1)(d) consultees, were returned to sender. Any letters returned were investigated to determine why they had been returned and if any alternative methods of contacting the recipient could be identified. New contact details were acquired through desk-based research and a specialised search facility called LexisNexis TraceIQ (a new online search facility that was previously not available to Highways England). This uses public records and credit checks to match a name and location with the search. Where contact details were found, a new letter (with USB memory stick and consultation materials) was sent. A table listing all the instances of s42(1)(d) letters being returned, and actions taken is included in Appendix Q17.
- 6.5.11 If the letters that were returned to sender did not have sufficient time remaining in the advertised supplementary consultation period (in cases where there were less than 28 days for the consultee to respond), an amended targeted consultation letter was sent by Highways England containing a revised deadline which allowed for a minimum of 28 days to respond. Appendix Q56 contains the template for the letter that was issued to previously contacted land interests (see paragraph 6.5.2 b) and Appendix Q57 contains the template for the letter sent to newly identified interests (see paragraph 6.5.2 d). Section 6.7 outlines the approach taken in more detail.

6.6 Newly identified land interests (supplementary consultation)

- 6.6.1 As referenced at paragraph 6.5.2d, newly affected land interests were identified as having an interest in some of the land required for the Scheme as a result of the changes proposed in the supplementary consultation. Therefore, these newly identified land interests were consulted in accordance with s42(1)(d) of the PA 2008.
- 6.6.2 The template letter sent to these consultees can be found in Appendix Q16. For details of what was included with these letters see paragraphs 6.5.4 to 6.5.6.
- 6.6.3 In addition to providing information on the Scheme, Highways England invited the consultees to contact them with any queries and suggested that, if preferable, a

⁶⁰ Letters weren't sent **Signed For®** because it was anticipated that a high number of letters may be returned due to those organisations who were working from home as a result of the COVID-19 pandemic.

one-one meeting could be arranged to discuss the specific impact of the Scheme on the respective land interest(s).

- 6.6.4 In line with the diligent inquiry process outlined in paragraphs 3.5.16 and 3.5.32 to 3.5.36, a number of additional land interests were identified and consulted on the Scheme between 7 July 2020 and 14 August 2020. Further information on the diligent inquiry process is provided in the Statement of Reasons [TR010044/APP/4.1].

6.7 Extensions to consultation period

- 6.7.1 This section explains the reasons behind a number of scenarios where Highways England provided an extension to the consultation for certain individuals. This included:
- a. Recipients of consultation letters that were initially returned to sender or were not received when expected (see paragraphs 6.7.2 to 6.7.3)
 - b. Recipients of delayed printed consultation material (see paragraphs 6.7.4 to 6.7.8)
 - c. Recipients of an email communication setting out details of the supplementary consultation which was sent to those who had asked to be kept updated during the statutory consultation (see paragraph 6.7.9)
 - d. Newly identified land interests identified following the start of the supplementary consultation (see paragraphs 6.7.10 to 6.7.12)
- 6.7.2 The letters that were returned to sender did not have sufficient time remaining in the advertised supplementary consultation period as there would be less than 28 days to for the consultee to respond. An amended targeted consultation letter was therefore sent containing a revised deadline which allowed for a minimum of 28 days to respond (as per the letter templates included at Appendix Q56 and Appendix Q57).
- 6.7.3 One such instance included a s42(1)(a) letter that was sent to a parish council with the name of the previous clerk as the addressee. As soon as this error was identified, an amended letter (with a revised deadline of 6 August 2020) was resent on 7 July 2020 to the previous parish clerk's successor allowing them 28 days to respond (as shown in Appendix Q58).
- 6.7.4 As explained in paragraph 6.4.17, Highways England provided a deadline extension for the consultation to those who had requested hard copies of the consultation material but had not received them when expected⁶¹. Due to the posting difficulties during the national lockdown, a decision was taken to resend printed copies to every person or organisation who had made a request, even if only for one document, but this time to post the full suite of material to everyone. This approach, whilst it may have resulted in duplication for some recipients, then meant that everyone who might have been affected had everything they needed to respond to the consultation. The printed materials were resent via courier to

⁶¹ Highways England worked with a supplier to post the material within two days of the request however, despite best efforts, there were some instances where post was delayed for some recipients.

arrive on 28 July 2020. In order to provide these consultees with the full time to respond to the consultation (28 days), an extended deadline of 26 August 2020 was provided. The template email and cover note which accompanied the materials and also outlined the details of the extension can be found in Appendix Q59 and Appendix Q60.

- 6.7.5 The email and letter sent to these stakeholders also included details of an additional telephone session which had been arranged on 5 August 2020 so that any questions regarding the materials could be answered. See paragraph 6.12.15 for details of this session.
- 6.7.6 An email was sent on 26 August 2020 to two parish councils affected by the extension to remind them that the consultation was closing (for an example of this email please see Appendix Q61). One parish council responded to say that they had still not received their materials and a phone call was made to them to clarify the situation. The parish council confirmed that they hadn't received the materials because they had been sent to the parish council offices which the individual hadn't visited for six months. In any event, the individual confirmed that the parish council did not wish to respond to the consultation. Highways England followed up via email to ask the parish council to confirm in writing that they did not wish to respond to the consultation but no response was received. No further action was taken.
- 6.7.7 At the end of the extended period (after 26 August 2020) it came to light that some of the consultation materials were not received on 28 July 2020 as intended and deliveries had in fact continued to be made up to 6 August 2020. This meant that recipients had less than 28 days to respond to the consultation following receipt of the consultation material. A crosscheck was conducted to understand which of those who received their documentation after 28 July had responded to the consultation. There were five stakeholders who hadn't yet responded to the consultation and so Highways England sent them an email on 28 August 2020 which explained that the materials were delivered later than intended and offered them more time to take part. A final deadline of 11 September 2020 was set (providing an extra two weeks from the date of the email) to ensure that everyone who was affected had sufficient time to respond. The email advising of this extension can be found in Appendix Q62. One stakeholder who had already responded was contacted and asked if they needed any further information from Highways England, however no response was received. It was therefore assumed that no further information was required on the basis that their response to the consultation had already been given. The email from Highways England to this stakeholder can be found in Appendix Q63.
- 6.7.8 On Tuesday 1 September 2020 (the day immediately following the August bank holiday weekend), Highways England discovered that the Scheme web pages had been temporarily unavailable over the weekend. In order to account for this inhibited access to the consultation material and online response form, Highways England further extended the consultation deadline to those outlined in paragraph 6.7.7 to 15 September 2020. The email advising this change is included in Appendix Q64.

- 6.7.9 Email communications, including details of the consultation and how to respond, were prepared for sending on the launch date of the supplementary consultation (24 June 2020) to those who responded to the statutory consultation and those who attended statutory consultation events in 2019 and had asked to be kept updated. It later came to the attention of Highways England that these communications had not been sent on the launch date of the supplementary consultation as intended. Emails were subsequently sent to notify these consultees of the supplementary consultation and the deadline was extended in order to give them the full time to respond (28 days). These emails were sent on 22 July 2020. As well as details of the extension, the emails included details of an additional telephone session which had been arranged so that any questions regarding the materials could be answered. See paragraph 6.12.15 for details of this session. The email to those who responded to the statutory consultation can be found at Appendix Q28 and the email sent to those who attended statutory consultation events can be found at Appendix Q29. Both groups were given until 19 August 2020 to respond to the consultation.
- 6.7.10 Three additional s42(1)(d) consultees were identified following the start of the supplementary consultation through ongoing inquiry into land interests affected by the Scheme. These were each sent a s42 letter and documentation as per paragraphs 6.5.2 to 6.5.6 and were given until 6 August 2020 or 8 August 2020 dependant on when the letter was issued to respond to the consultation, to reflect their later notification.
- 6.7.11 **Table 6-1** sets out the date on which these consultation letters were issued to the additional s42(1)(d) consultees, the duration of the consultation period and the number of s42(1)(d) consultees who received the letter.

Table 6-1: Details of additional Section 42(1)(d) consultees identified following the start of the supplementary consultation

Date letter issued	Consultation period	No. of recipients
7 July 2020	Open until 6 August 2020	2
9 July 2020	Open until 8 August 2020	1

- 6.7.12 The templates for the letters in **Table 6-1** can be found in Appendix Q65 and Appendix Q66.
- 6.7.13 Any response to the supplementary consultation received after 28 July 2020 up to 15 September 2020 has been included in the data analysis for this chapter of the report⁶². As extended deadlines were provided by Highways England where appropriate, no responses to the consultation were considered as late.

⁶² Tables evidencing regard had to supplementary consultation responses (in accordance with s49 of the PA 2008) can be found in Part 1 of Appendix V.

6.8 Community consultation (s47)

- 6.8.1 In order to inform the local community of the supplementary consultation, Highways England wrote to all resident and business addresses included in the same primary consultation zone used for the statutory consultation in 2019 (see Chapter 3, **Figure 3-1**).
- 6.8.2 The letter was sent to 28,453 properties; slightly more than the number of postcards sent for the purpose of the statutory consultation in 2019. This increase was because the postal data from the 2019 consultation was refreshed to ensure any changes were captured.
- 6.8.3 The letter was sent via first class post and dispatched on Monday 22 June 2020. The template for this letter can be found in Appendix Q18.
- 6.8.4 The letter explained how, as part of the Scheme's continuing development, Highways England was undertaking a supplementary consultation on proposed changes that had been made to the Scheme since the statutory consultation in 2019, including the introduction of borrow pits. The letter also included a link to the Scheme web pages where other Scheme information could be viewed such as a link through to the virtual consultation room and details of the online live webchat and telephone sessions (for more information see sections 6.10 and 6.12); how to comment on the Scheme; and a link to the Planning Inspectorate's website where more information on Development Consent Orders can be found.
- 6.8.5 In addition to those people living in the vicinity of the Scheme, Highways England also sought feedback on the proposals from businesses and business groups, environmental bodies, community groups and hard to reach groups.
- 6.8.6 These groups received the same letter (where an address was available) that was sent to properties included in the primary consultation zone (see paragraph 6.8.1). They also received an email (where an email address was available) containing the same information (see Appendix Q19). This followed the approach taken with s42(1)(a) and s42(1)(b) consultees where it was assumed that organisations could be working from home as a result of the COVID-19 pandemic.
- 6.8.7 A tailored letter and/or email was sent to community and hard to reach groups that were not contacted for the statutory consultation but were identified following engagement in the local area. The templates for both letter variations are included in Appendix Q20 and Appendix Q21. The contact method used depended on the available contact details, Highways England sent a letter to all postal addresses to those we had them for, and emails were sent to those we had email addresses for. In instances where both an address and an email address were held both methods were used for completeness.
- 6.8.8 Emails were sent to relevant parish councils and local authorities which included a poster publicising the consultation and an offer to send on any additional consultation materials. They were asked to issue the poster through their established networks (including notice boards, newsletters, meetings and websites). A copy of this poster and the email it was sent with can be found in Appendix Q25 and Appendix Q24.

- 6.8.9 An email communication including details of the consultation and how to respond was sent to those registered to receive emails about the Scheme on 24 June 2020 (Appendix Q27).

Hard to reach groups

- 6.8.10 In addition to sending a tailored letter and/or email, as explained in paragraph 6.8.7, Highways England also contacted all hard to reach and community groups (whom phone numbers were available for) by telephone during the supplementary consultation to check if they needed any further support or information to help them provide an informed response. These people are less likely to participate in or respond to traditional consultation techniques in comparison to other consultees. They may find it harder to get involved in consultation and need additional support to access materials.
- 6.8.11 In total, Highways England called 44 hard to reach groups and 139 community groups. A list of those called can be found in Appendix Q23. All groups were called up to three times to make contact. Highways England sent printed copies of the consultation materials to one community group organisation, on request. Five hard to reach groups and 25 community groups requested and were sent further information via email either to the same email address or to an alternative.

6.9 Consultation materials

- 6.9.1 To support the delivery of the consultation, Highways England produced a variety of materials to explain the proposals and what Highways England was consulting on, the methods via which people could respond and the date by which responses needed to be provided.
- 6.9.2 The consultation materials were made available on Highways England's consultation hub⁶³ which is accessible via the Scheme web pages from 24 June 2020. The material could also be downloaded via links included within the virtual consultation room (for more information see section 6.10).
- 6.9.3 The full suite of consultation materials included:
- a. Supplementary consultation booklet – explaining the main Scheme changes on which Highways England was consulting (Appendix Q2)
 - b. Supplementary consultation response form – containing the specific questions on which Highways England was seeking feedback (Appendix Q3). In addition to electronic and hard copies, this response form was also available to complete and submit online.
 - c. Map books – four map books were produced:
 - i. Map Book 1 – Updated General Arrangements (including location of proposed design changes) (Appendix Q4)
 - ii. Map Book 2 – Updated land use plans (Appendix Q5)

⁶³ Visitors to the Scheme web pages were directed to Highways England's consultation hub via the following embedded link to access the consultation material and find more information on the supplementary consultation:

<https://highwaysengland.citizenspace.com/cip/a428-black-cat-to-caxton-gibbet-supp-con-2020/>

- iii. Map Book 3 – Changes to the development boundary (known as the Order Limits) plans (Appendix Q6)
- iv. Map Book 4 – Changes to the permanent land acquisition plans (Appendix Q7).

Map books 1, 3 and 4 include a schedule at the beginning of the document which lists the changes which are shown on the respective pages against their unique reference numbers. The final column of the schedule identifies the changes that are also shown in the supplementary consultation booklet. This enabled the reader to cross reference to the tables and maps which present the main proposed changes since the 2019 consultation, where they could find further information.

- d. Guide to the Map Books (Appendix Q8)
- e. Borrow pits factsheet (Appendix Q9)
- f. Frequently Asked Questions document (Appendix Q10)

- 6.9.4 The documents listed at paragraph 6.9.3 are included in Appendix Q.
- 6.9.5 Hard copies of the consultation material were available on request to those who required them. For more information, see paragraphs 6.4.12 to 6.4.17.

6.10 Virtual consultation room

- 6.10.1 The 360° virtual consultation was accessible via a link published on the Scheme web pages and Highways England's consultation hub⁶⁴.
- 6.10.2 The virtual consultation room was available at all times and received over 8,000 unique visitors during the course of the consultation period (24 June 2020 to 28 July 2020). It remained open after the consultation closed for customer use.
- 6.10.3 Online visitors were able to move around the room by using their computer mouse to click and drag the screen - and zoom in and out - or by touch on mobile devices.
- 6.10.4 A welcome message appeared on entry to the virtual space containing information on how to navigate the room, and advertising upcoming telephone and online live webchat sessions (see section 6.12).
- 6.10.5 Additional material to support the consultation which was available within the virtual consultation room included:
 - a. A recorded video introducing the purpose of the consultation and the main Scheme changes
 - b. Information boards (see paragraph 6.10.7)

⁶⁴ Visitors to the Scheme web pages were directed to Highways England's consultation hub via the following embedded link to access the consultation material and find more information on the supplementary consultation:

<https://highwaysengland.citizenspace.com/cip/a428-black-cat-to-caxton-gibbet-supp-con-2020/>

- c. A table with links to the supplementary consultation booklet, borrow pit factsheet and map books and guide to the plans
- d. A screen to access versions of the map books with all pages joined together in one image, showing the plans of full length of the Scheme for ease of reference
- e. A screen which linked to the online response form
- f. A pop-up box showing the live webchat function. When the sessions were not in progress, the window invited visitors to submit queries to the team as an alternative method to email (for more information see paragraphs 6.12.16 to 6.12.20)

6.10.6 To view the materials, visitors were directed to click icons denoting:

- a. 'i' icon (information boards)
- b. play button (video)
- c. map icon (map books and guide to the plans)
- d. document icon (for other supporting materials)
- e. speech bubble icon (to submit a response to the consultation)

6.10.7 The information boards displayed within the room were numbered in the suggested reading order which was:

- a. *Welcome*
- b. *Why are we consulting?*
- c. *Why do we need the scheme?*
- d. *Main changes to the proposals*
- e. *Environmental benefits*
- f. *How will we manage construction?*
- g. *Next steps*
- h. *Have your say*

6.10.8 A copy of the boards is included in Appendix Q11.

6.10.9 A feedback button also featured where visitors could submit comments to help Highways England improve the virtual consultation room by selecting one of the following options:

- a. *I like something*
- b. *I don't like something*
- c. *I have an idea*

6.10.10 Questions about the Scheme which were submitted through this route were followed up by the team in the same way as the chat function (see paragraph 6.12.20).

6.10.11 Screenshots of how the room appeared to online visitors are included in Appendix Q12.

6.11 Communications and publicity

6.11.1 To support the delivery of the consultation, Highways England produced a variety of materials to publicise the consultation, the methods via which people could respond and the date by which responses needed to be provided.

- a. Letters and emails to s42, s47 consultees and community groups (see sections 6.5 to 6.8 and Appendix Q13 to Appendix Q29)
- b. Poster (see paragraph 6.8.8 and Appendix Q25)
- c. Notices⁶⁵ of supplementary consultation placed in local and national print and online newspapers (see **Table 6-2** and Appendix Q30 to Appendix Q37)
- d. Promotional adverts and press releases published in local print and online newspapers (see **Table 6-3**, paragraphs 6.11.4 to 6.11.10, and Appendix Q38 to Appendix Q39, and Appendix Q43 to Appendix Q51).

6.11.2 The documents listed at paragraph 6.11.1 are included in Appendix Q.

Table 6-2: Newspapers in which the supplementary consultation notices were published

National newspaper(s)		
Name:	Week 1:	Week 2 (local only):
The London Gazette	24 June 2020 - Launch day (Printed hard copy available on 25 June 2020)	N/A
The Guardian	24 June 2020 - Launch day	N/A
The Times	24 June 2020 - Launch day	N/A
Local newspaper(s)		
The Hunts Post (Printing Wednesdays)	24 June 2020 - Launch day	1 July 2020
Bedford Times & Citizen (Online only ⁶⁶ – in public notices section)	24 June 2020 - Launch day	Advert maintained in Public notices section of website.
Cambridge News (Printing Fridays)	3 July 2020	10 July 2020

6.11.3 After the supplementary consultation had closed it came to light that the first notice in the Cambridge News was published a week later than planned due to an administrative error. As a result, Highways England undertook an exercise to compare the coverage areas of all the local newspapers. It was found that the key areas that were covered by Cambridge News were also covered by The

⁶⁵ Although not legally required, Highways England followed the same approach as at statutory consultation by producing notices in the same format and placed them in the same section of the publications.

⁶⁶ Printed copies of the Bedford Times & Citizen were not available at this time due to the COVID-19 pandemic.

Hunts Post. A further exercise was undertaken to plot the postcodes of respondents (who had provided one) to the consultation to understand whether there was any pattern of response due to the later publication of the notices in the Cambridge News. This mapping demonstrated that there was a good spread of responses across the area of the Scheme. Therefore, Highways England concluded that there was no prejudice caused by the later publication of the Cambridge News notices. In addition to carrying out these checks, Highways England has gone above and beyond the standard requirements for advertising a supplementary (non-statutory) consultation.

- 6.11.4 In addition to the placed notices, a press release was issued to local and regional press, radio and television on 10 June 2020 to provide advance notice of the consultation and the opportunity to register to receive hard copies of the supplementary consultation booklet at the start of the consultation period (a copy of the press release can be found at Appendix Q38). Local and online coverage was received, as shown in Appendix Q52 to Appendix Q54, and Cambridge105 FM also broadcast a live interview with Anne-Marie Rogers, Senior Project Manager, as a result of this announcement.
- 6.11.5 A second press release was issued to local and regional press, radio and television on 24 June 2020 to publicise details of the consultation on its launch day (Appendix Q39). Local, online, TV and radio coverage was received. Appendix Q55 contains local news coverage of the press release.
- 6.11.6 An additional press release was issued to advertise the telephone and online live webchat sessions on 9 July 2020 and this is shown in Appendix Q40. For more information on the sessions see section 6.12.
- 6.11.7 On 26 June 2020, two phone interviews were broadcast with Lee Galloway, Programme Leader. A live interview with Lee aired on BBC Cambridgeshire FM and then featured in the hourly news bulletin on Cambridge105 FM. Other radio outlets were invited to conduct interviews, but those who declined the offer were Heart Global East FM, and BBC Three Counties FM.
- 6.11.8 On 21 July 2020 another live phone interview was conducted with Lee Galloway, Programme Leader, which aired on BBC Cambridgeshire FM. Other outlets who declined the offer of interviews were Heart Global East FM, BBC Three Counties FM and Cambridge105.
- 6.11.9 Highways England also publicised the consultation on Twitter and Facebook before and during the consultation (Appendix Q41 and Appendix Q42), including the opportunity to register for printed documents (in advance and during the consultation) and a link to the Scheme web pages.
- 6.11.10 To reach a wider audience, including road-users, beyond the primary consultation zone, Highways England commissioned the following additional communications activities:
 - a. Adverts: Advertisements were published to encourage responses to the consultation during the consultation period. These included details of telephone sessions and how to get hold of printed copies for those without internet access. These were published in the following local newspapers:

Table 6-3: Newspapers in which the supplementary consultation adverts were published

Name of newspaper	Dates adverts were published
Bedford Times & Citizen ⁶⁷	9 July 2020 16 July 2020 23 July 2020
Cambridge News	6 July 2020 8 July 2020 13 July 2020 15 July 2020 20 July 2020 22 July 2020

Copies of the adverts included in **Table 6-3** can be found in Appendix Q43 to Appendix Q51.

- b. Facebook paid-for advertising: Highways England produced a number of paid for posts that appeared as adverts in targeted profiles. These were targeted to reach people in the region and consultation area.

6.12 Engagement sessions

- 6.12.1 Highways England held two different types of engagement sessions which enabled people to put questions to the project team in real time:
 - a. Telephone sessions x 2⁶⁸ (see paragraphs 6.12.8 to 6.12.15)
 - b. Online live webchat sessions x 2 (see paragraphs 6.12.16 to 6.12.20)
- 6.12.2 The purpose of these sessions was to provide participants with as similar an experience as possible to the opportunity of speaking with various members of the project team at traditional exhibition-style events. Further information on how Highways England was able to quickly and remotely obtain input from various technical disciplines representing all Scheme aspects in order to answer questions raised is included in paragraph 6.12.12.
- 6.12.3 If the team was unable to provide an answer during the call or 'chat', relevant contact details were taken and a follow up email sent as soon as possible.
- 6.12.4 The public were informed of the engagement sessions through a range of channels including advertisements in appropriate local newspapers, via the Scheme web pages, social media, the media and direct communications.
- 6.12.5 Those who participated in the engagement sessions were encouraged to submit a formal consultation response through the channels advised in paragraph 6.4.9.

⁶⁷ The Bedford Times & Citizen is issued weekly on a Thursday which is why less adverts were published than in the Cambridge News.

⁶⁸ A third telephone session took place on 5 August 2020 for those who were given extended consultation deadlines. For more information see paragraph 6.12.15.

- 6.12.6 In order to comply with the General Data Protection Regulation (GDPR) for participants of the telephone sessions, a recorded message played before the callers were connected to a member of staff manning the telephone engagement line. For the online live webchat sessions, individuals had to agree to the terms of the data capture, processing and storage before they could participate.
- 6.12.7 The full list of engagement sessions is shown in **Table 6-4**.
- Telephone sessions**
- 6.12.8 Two telephone sessions were held during the consultation period. These were held on Monday 29 June 2020 from 15:00-19:00 and Monday 13 July 2020 from 10:00-14:00.
- 6.12.9 The timing of the telephone session on 29 June 2020 was incorrectly advertised within the supplementary consultation booklet as 14:00-18:00. The time should have read 15:00-19:00. The same inconsistency appeared in the information published on Highways England's consultation hub which is accessible via the Scheme web pages, but this was quickly updated to reflect the correct time. However, the telephone session was run from 14:00-19:00 to ensure coverage should stakeholders have attempted to call in during the time which was originally advertised.
- 6.12.10 A freephone number was set up for use specifically for the telephone sessions. The GDPR message that played automatically to the caller before the line was connected to a member of the team relayed how the caller's data would be recorded and processed by Highways England and their contractors and that it would be stored until the end of the project. Once the call was connected, a member of the project team reconfirmed with the caller that they were happy with their data being recorded.
- 6.12.11 The stakeholder engagement team initially answered the call, and responded to general enquiries about the consultation, the materials which had been produced and where to find relevant information.
- 6.12.12 If the question was more technical in nature and required input from a member of the wider project team, the call could be redirected to the relevant discipline, in a call centre-style manner, to connect the caller to the appropriate specialist.
- 6.12.13 Outside the telephone sessions, calls were answered if someone was available and the caller was directed to upcoming sessions and the Scheme web pages for the consultation materials. This happened on one occasion during the consultation period. At the end of the consultation period the telephone engagement line was closed however Highways England's Customer Contact Centre continues to be available for general enquiries 24 hours a day.
- 6.12.14 A total of 13 phone calls were received over the two sessions held during the consultation period.
- 6.12.15 As mentioned in paragraphs 6.7.5 and 6.7.9 an additional telephone session was set up for two groups who had an extended consultation deadline. These two groups were those who had requested hard copy materials and those who had responded to the statutory consultation and had asked to be updated. Both groups were notified by email on 22 July 2020 that this session was being made

available for them. The session was held on 5 August 2020 and ran from 15:00-19:00 although no calls were taken during this time.

Online live webchat sessions

- 6.12.16 Two live webchat sessions were held during the consultation period. These were held on Thursday 2 July 2020 from 10:00-14:00 and Thursday 16 July 2020 from 14:00-19:00.
- 6.12.17 The webchat was set to go live at the times indicated in paragraph 6.12.16 and **Table 6-4**. The chat was available through a pop-up window in the virtual consultation room. Each initial message would be randomly allocated to a member of the stakeholder engagement team who would then respond and continue conversations as a live webchat. As with the telephone engagement session, the stakeholder engagement team would respond to general enquiries about the consultation, the materials which had been produced and where to find relevant information.
- 6.12.18 If the question was more technical in nature, the stakeholder engagement team used Microsoft Teams to redirect the question to the correct discipline. The stakeholder engagement team would then use this technical response to form a response and reply to the live webchat query.
- 6.12.19 A total of 17 conversations were had over the two live webchat sessions held during the consultation period.
- 6.12.20 At all other times stakeholders who visited the virtual consultation room could still leave a message through this channel for it to be responded to at a later date. These queries were monitored daily and responded to by email via the info@a428.co.uk address as soon as possible. A total of 21 queries were submitted and responded to through the offline webchat in the virtual consultation room.

Table 6-4: Supplementary consultation engagement sessions

Session type	Date and time
Telephone session	Monday 29 June 2020 ⁶⁹ from 15:00 to 19:00
Online live webchat	Thursday 2 July 2020 from 10:00 to 14:00
Telephone session	Monday 13 July 2020 from 10:00 to 14:00
Online live webchat	Thursday 16 July 2020 from 14:00 to 18:00

⁶⁹ The timing of the telephone session on 29 June 2020 was incorrectly advertised within the supplementary consultation booklet (see paragraph 6.12.9). However, the session was extended to cover the additional period that was incorrectly offered. A third telephone session was also held on 5 August 2020 for a targeted audience. For more information see paragraph 6.12.15.

Additional stakeholder meetings in support of consultation

- 6.12.21 In addition to the engagement sessions held during the supplementary consultation, Highways England provided the Strategic Stakeholder Board with a preview of its plans during their meeting on Thursday 21 May 2020. It was explained to the group that the consultation would focus on a digital approach but those without online access would still be able to participate through the provision of telephone sessions and access to printed consultation materials. It was also noted that to help manage the impact of COVID-19, the consultation would be publicised in advance to give as much notice as possible. This meeting provided attendees with the opportunity to learn more about the approach to the consultation and the Scheme changes in advance of the consultation period.
- 6.12.22 Highways England also hosted three further targeted meetings for specific audiences during the supplementary consultation period. The first was a Technical Working Group (TWG) supplementary consultation briefing which took place on Thursday 25 June 2020 and ran from 10:00-12:00. This provided an update on the changes made to the Scheme since the statutory consultation and set out how to take part in the supplementary consultation to attendees from the Highways and Planning, Strategic Road Users, Walkers Cyclists and Horse riders and Economic and Benefits TWGs. 70 people were invited⁷⁰ and were given an opportunity to submit questions prior to the event. This briefing was held via Microsoft Teams Live events software which enabled attendees to submit questions via a typed Q&A chat during the session. A recording of the meeting was circulated to all those invited after the meeting.
- 6.12.23 The second targeted meeting was a supplementary consultation briefing for the Environmental TWG which covered the same overview as the first TWG meeting (detailed in paragraph 6.12.22) but also included more detail on the status of the environmental impacts, mitigation and benefits of the Scheme. This took place on Thursday 25 June 2020 and ran from 14:00-16:00. This meeting was held on Microsoft Teams and enabled 17 participants to ask questions and interact with those in the meeting. More information on TWGs is included in Chapter 3, section 3.10.
- 6.12.24 The third meeting was a supplementary consultation briefing for all three Community Forums (Eastern, Western and Central areas). This was held in the same format as the briefing for the TWGs via a Microsoft Teams Live event on Friday 26 June 2020 which ran from 16:00-18:00. 96⁷¹ people were invited and given an opportunity to submit questions prior to the event, alongside the function within Teams Live to submit questions during the session. A recording of the meeting was circulated to all those invited after the meeting. More information on Community Forums is included in Chapter 3, section 3.10.

⁷⁰ Microsoft Teams Live software provides an overall number of attendees, however as contact information for attendees is only supplied with their consent, and it is not possible to differentiate between internal and external participants therefore a definitive number of external participants for these sessions is not available.

⁷¹ See previous footnote.

7 Summary of responses to the supplementary consultation

7.1 Structure of chapter

- 7.1.1 This chapter sets out the methodology Highways England has used to analyse responses received during the supplementary consultation in addition to summarising the responses received. This includes a:
- a. statistical summary of responses
 - b. summary of the key comments arising
 - c. summary of the comments given in response to the supplementary consultation by prescribed and selected non-prescribed bodies and organisations (see **Tables 7-3 to 7-88** which have been categorised by consultee strand).
- 7.1.2 The chapter also demonstrates how Highways England has complied with the requirements of the PA 2008 and the Planning Inspectorate's Advice Notes and DCLG guidance in relation to the consideration of responses to consultation.

7.2 Analysis and treatment of responses

- 7.2.1 Highways England has considered a consultation response to be any written communication received through the advised channels via email; post; or as an online submission through Highways England's consultation hub, accessible both via the Scheme web pages and through a link provided within the virtual consultation room during the consultation period.
- 7.2.2 Comments received on social media or discussions about the Scheme with consultees during the online live webchat or telephone sessions have been treated in a similar way to discussions that are had at in person exhibition events and were not captured as formal consultation responses. All those that engaged with the project team were encouraged to submit a formal response to the consultation, where appropriate. Information on the channels through which consultation responses should be submitted was provided on the Scheme web pages and in key consultation documents.
- 7.2.3 All responses to the supplementary consultation were analysed using the same methodology as was used for the statutory consultation. This methodology is outlined in Chapter 4, section 4.3.
- 7.2.4 All consultation responses, regardless of which consultee strand they were from or the format they were received in, were analysed in the same way.
- 7.2.5 **Tables 8-1 to 8-14** in Chapter 8 summarise the matters raised in the responses received to the supplementary consultation by theme, and show who made which comment by consultee strand. The tables also summarise Highways England's response to the matters raised and identifies if the comment resulted in a change to the Scheme. If changes were suggested but not taken forward, the reason for this is explained in Highways England's response.

- 7.2.6 Part 1 of Appendix V sets out the information summarised in **Tables 8-1 to 8-14** in more detail by listing comments raised by s42 consultees verbatim, and identifying consultees by name where appropriate (for more information see paragraph 8.2.4).
- 7.2.7 Section 8.4 in Chapter 8 provides a summary of design changes that occurred following the supplementary consultation, taking into consideration feedback received through the supplementary consultation.

7.3 Statistical summary of responses

- 7.3.1 In total 389 responses were received to the supplementary consultation. As illustrated in **Figure 7-1**, 293 of these were online response form submissions; one hard copy response form was received via post; two freeform letter responses were received by post; and 93 were emailed freeform responses.

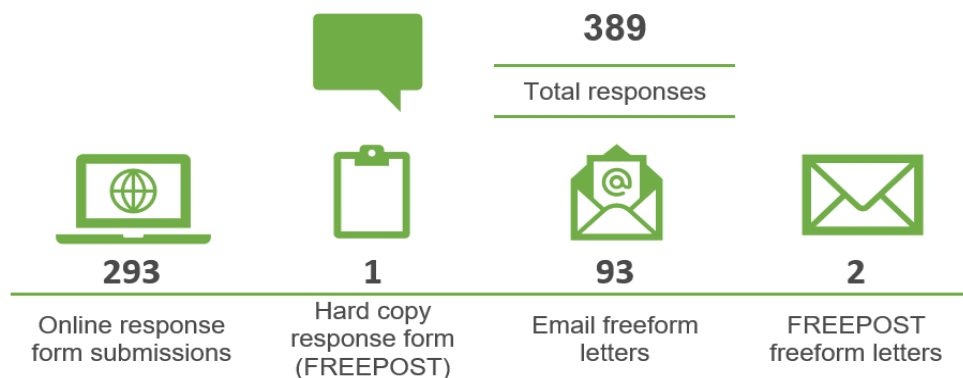


Figure 7-1: Breakdown of response to the supplementary consultation by method

- 7.3.2 **Table 7-1** provides a breakdown of the responses received under each consultee strand. In total, 76 responses were received from s42 consultees and 313 responses from s47 consultees.
- 7.3.3 Where consultees fall into more than one consultee strand, they have only been counted once in **Table 7-1**.

Table 7-1: Breakdown of responses to the supplementary consultation by consultee strand

Consultee strand	Strand reference	Number of responses to the supplementary consultation
Prescribed consultees	Section 42(1)(a)	27
Local authorities	Section 42(1)(b)	7
Land interests	Section 42(1)(d)	42
Local community	Section 47	313

- 7.3.4 As set out in paragraphs 6.8.5 to 6.8.7 in Chapter 6, a number of community and interest groups and organisations that are not prescribed consultees for the purposes of s42 of the PA 2008 were invited to take part in the consultation. A list of these organisations is included in Appendix Q22.
- 7.3.5 In addition, other groups and organisations responded to the consultation. Through checking contact information, Highways England determined whether these are s42 consultees. If not, these have been classified as s47 consultees.

7.4 Summary of consultation feedback

- 7.4.1 The response form invited consultees to respond to the following main overarching question (Question 2) about the Scheme changes.
- *Do you have any comments on the proposed changes to the scheme as described in the consultation booklet?*
- 7.4.2 In their response, consultees were asked to include the reference number of the proposed change/location they were commenting on to help Highways England feedback on their comments.
- 7.4.3 More information on the comments made in the qualitative responses to Question 2 is included in paragraphs 7.4.10 to 7.4.12 and **Table 7-2** and in section 7.5 and **Tables 7-3 to 7-88**.
- 7.4.4 The response form also asked a number of optional questions about respondents and their relationship to the Scheme, in addition to how useful they found the consultation materials in helping them understand the proposals.
- 7.4.5 A copy of the response form is included in Appendix Q3.
- 7.4.6 The first part of the response form (Questions 1a-1e) asked people to provide their address, or at least their postcode, in order to help identify their consultee strand and also to understand the consultation's reach. It also asked if respondents held any interests or rights, such as private rights of way or sporting rights, covered by the Scheme and, if so, whether they had received a s42 letter to notify them of the consultation. However the classification of consultees has been superseded by additional checks for identifying information within the content of the response. Additionally, the form asked whether responses were being submitted on behalf of an organisation, business or campaign group. It should be noted that the responses to these questions did not result in the comments being weighted or given any more priority than others.
- 7.4.7 Question 1f of the response form focused on respondents' primary interest in the Scheme. 285 respondents provided a valid response to this question, where more than one option could be selected, if applicable. The results for this question are shown in **Figure 7-2**.
- 7.4.8 As shown in **Figure 7-2**, 58% of respondents (165) were regular users of the road in a private vehicle; 15% of respondents (43) were local residents; 11% of respondents (30) used the road for walking; 5% (15) used the road for horse-riding; 4% (10) were regular users of the road for public transport; 1% of respondents (3) were regular users of the road to cycle; 1% of respondents (4) owned local businesses; and 1% of respondents (2) used the road in a

commercial vehicle. 7% of respondents (20) also recorded 'Other' as another primary interest in the Scheme, including those who stated they were 'land owners', 'agricultural tenants' and 'occasional users of the road'.

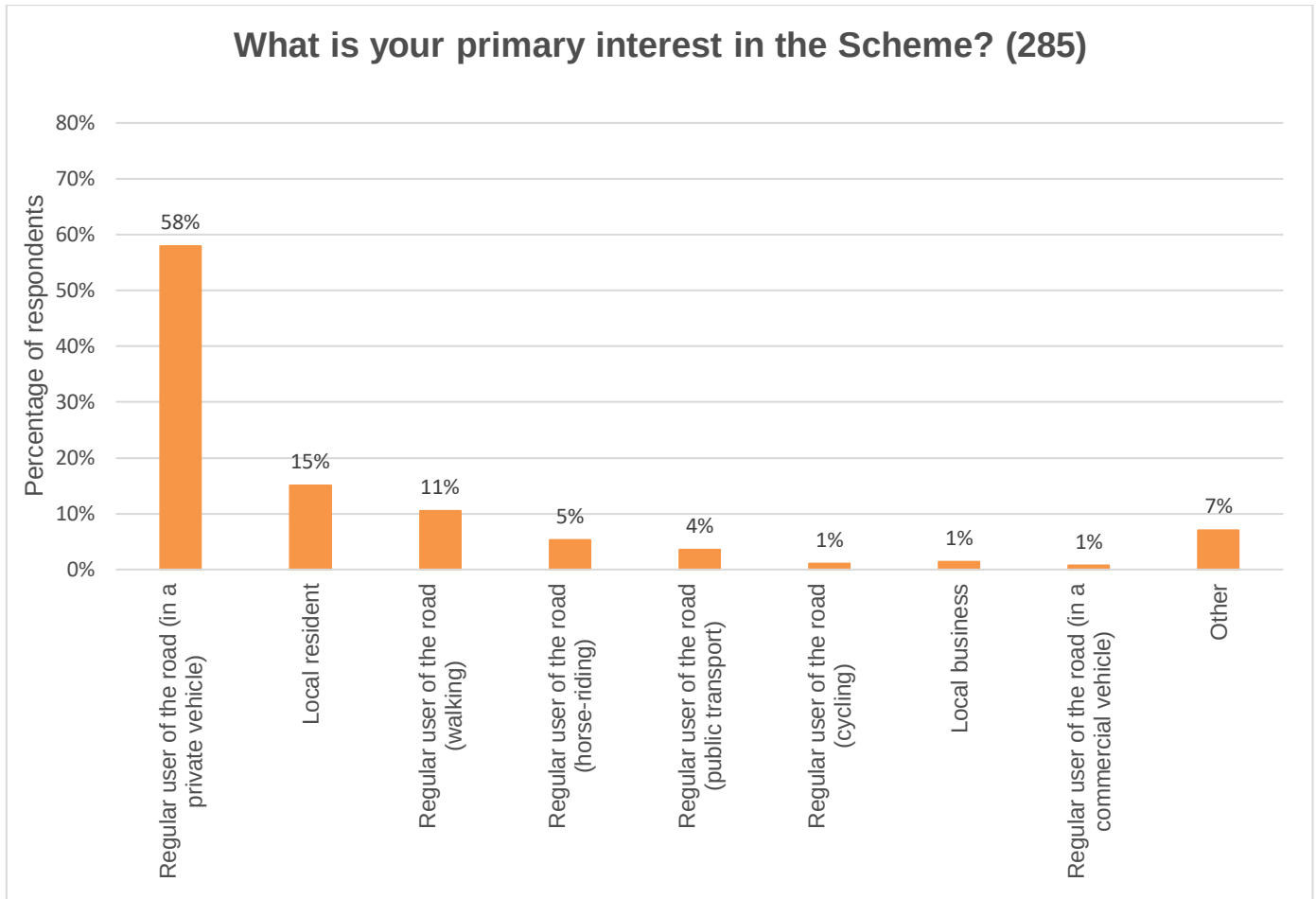


Figure 7-2: Response to Question 1f of the supplementary consultation response form – *What is your primary interest in this scheme? (Tick as many as apply)*

7.4.9 Finally, Question 3 of the response form listed the consultation materials and asked the respondent to record their opinion of its use against the following options: 'very useful'; 'somewhat useful'; 'neutral'; 'not very useful'; 'not useful at all'; or 'don't know'. The results for this question are shown in **Figure 7-3**.

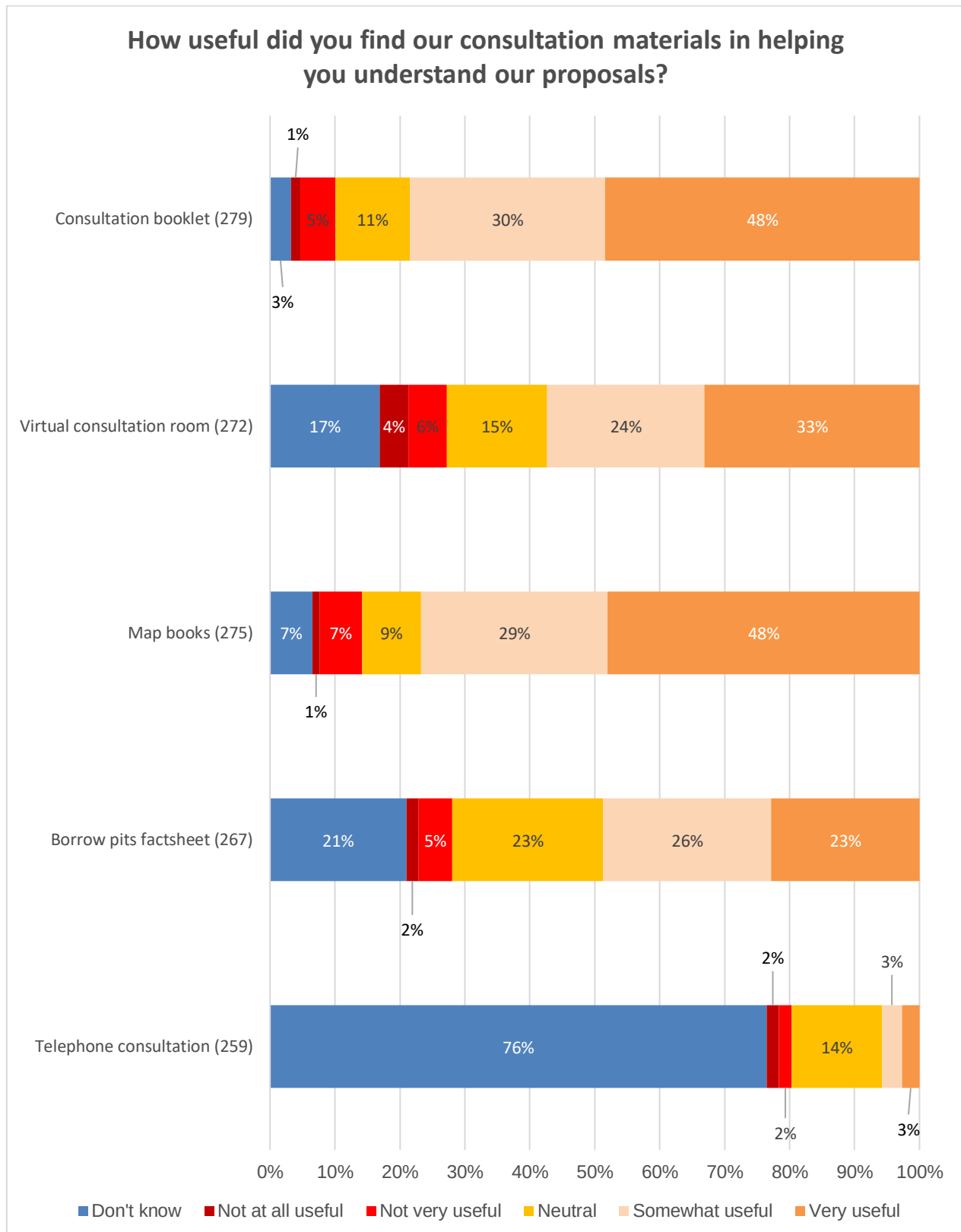


Figure 7-3: Response to Question 3 of the supplementary consultation response form – *How useful did you find consultation materials, including the consultation booklet, in helping you understand our proposals?*

Key comments arising

- 7.4.10 This section provides a summary of the key issues raised by consultees in their qualitative responses to Question 2 in the supplementary consultation response form.
- 7.4.11 Highways England has grouped these comments arising from the supplementary consultation together according to similar issues raised. **Table 7-2** lists the most common issues raised by consultees.
- 7.4.12 Highways England's responses to the matters raised are contained in the summary tables presented in Chapter 8 collated under the relevant themes, and also in Part 1 of Appendix V, which includes the names of the prescribed organisations who raised each of the specific matters listed.

Table 7-2: Supplementary consultation – Summary of most commonly cited issues raised in consultee comments

Common issues raised	Summary description
Inclusion of borrow pits within the Scheme	Several consultees commented on the inclusion of the borrow pits within the Scheme. Several consultees welcomed their inclusion as they acknowledged that sourcing material closer to the site would result in a reduction in longer distance traffic movements. Other consultees were concerned around noise and dust impacts arising from their operation. Some consultees raised concerns around the restoration of the borrow pits after the Scheme and whether land would be returned to its former use. Other queries were related to issues around contamination and management of waste on site.
Equestrian provision	Several consultees commented on the provision of bridleways within the Scheme in the Roxton and Chawston area. Particular requests were for additional provision to be included to create a circular hack route in this area. Consultees also raised concerns around the Roxton Road link, the barriers on which have not been designed in accordance with DMRB standards for horse riders. Consultees expressed concern that this will put horse riders into conflict with other road users using this route once the Scheme is operational.
Traffic displacement effects	Consultees raised concerns around traffic using local villages (such as Eltisley) as cut through to avoid traffic on the new dual carriageway once in operation.
Construction traffic	Several consultees raised concerns related to construction traffic routes and sought assurances that designated routes would not travel via local villages (such as Eltisley and Hilton).

Common issues raised	Summary description
Requests for wider works to the SRN	Several consultees expressed a wish for wider works to the A1 at Sandy and at the Tempsford bends to be included in the Scheme to cater for wider traffic concerns. Several consultees queried whether the Scheme will adversely impact the existing Air Quality Management Area (AQMA) at Sandy. Some consultees also requested more information on the traffic effects at Girton Interchange and queried whether the Scheme will adversely impact traffic congestion at this junction.

7.5 Summary of responses received from notable consultees

- 7.5.1 This section provides a summary of the comments given in response to the supplementary consultation by prescribed and selected non-prescribed bodies and organisations.
- 7.5.2 **Tables 7-3 to 7-88** provide a summary of the matters raised by each responding body. The summaries are presented by consultee strand.
- 7.5.3 Highways England's responses to the matters raised are contained in the summary tables presented in Chapter 8 collated under the relevant themes, and also in Part 1 of Appendix V, which includes the names of the prescribed organisations who raised each of the specific matters listed.

Summary of responses to the supplementary consultation from Section 42(1)(a) – prescribed consultees

Table 7-3: Abbotsley Parish Council comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	The Council has no additional comment to make.
Suggestions	No comments.

Table 7-4: Anglian Water Services Ltd comments

Supportive comments	We are supportive of the principle of relocating the service road to the west for the reasons given in the consultation material.
Opposing comments or concerns	- The plans as provided do not explicitly refer to the existing access to Chawston-Wybston WRC or how it will be affected by the proposals. - It is noted that it is proposed to temporarily acquire land opposite Parker's Farm, Eynesbury Hardwicke in Anglian Water's ownership to enable the development of the Scheme. This land is currently in operational use for our customers and as such it is essential that we can continue to operate the existing water supply infrastructure both during and after construction. Our understanding is that the land is required to be temporarily acquired to enable the required diversions. We would normally require applicants to enter into a

	license following agreement about the rights which are being sought. Therefore, we would ask that
Neutral comments	Two parcels of land identified in consultation letter are not under the ownership of Anglian Water ((BD218518–Land at the back of 1 Nagshead Lane, Bedford and BD298819–Ouse Farm, Tempsford).
Suggestions	- Continuous access to Chawston-Wyboston Water Recycling Centre (WRC) required to operate and maintain access to the site for our customers. This site is currently accessed from the Great North Road and has direct access to the A1. - Highways England to confirm in writing the rights being sought to temporarily acquire land opposite Parker's Farm, Eynesbury Hardwicke and how long these rights are required for.

Table 7-5: Borough of Bedford Local Access Forum comments

Supportive comments	No comments.
Opposing comments or concerns	Need to ensure that the Scheme does not result in the loss of any access to the countryside, or reduction in the quality of access.
Neutral comments	No comments.
Suggestions	- Upgrading of footpath / cycleway to Roxton Road bridge bridle path to increase its availability to a larger number of users. - The Roxton Road bridge over the A421 should be adapted to provide horse / vehicle separation and to provide suitable parapets. This bridge is one of the few over the road and provides important links between communities north and south of the road. The closure of access points with the A1 in Wyboston means that there will be increased traffic, including large vehicles, over this bridge thus increasing the risk of accidents involving all highway users unless the measures proposed above are incorporated.

Table 7-6: British Pipeline Agency comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	BPA and Fina Pipelines operated by BPA do not affect this project.
Suggestions	No comments.

Table 7-7: Cadent Gas Ltd comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	- Cadent has identified the following close to the proposed works: - High and intermediate pressure (above 2 bar) gas pipelines and associated above and below ground equipment

	○ ▪ Low or Medium pressure (below 2 bar) gas pipelines and associated above and below ground equipment including apparatus and services not shown on plans to be investigated further ○ ▪ Above Ground Installations • Diversions of Cadent apparatus will be required. An upcoming Design Study will provide information to advise on the content of the DCO (temporary and permanent land take). Diversions for high pressure apparatus can take in excess of two years to plan, design and procure materials.
Suggestions	• Highways England to obtain all land, planning permissions and other consents to enable the diversion works and be agreed in writing with Cadent before any applications are made. • Highways England will be responsible for obtaining at their cost and granting to Cadent the necessary land rights, on Cadent's standard terms, to allow the construction, maintenance, protection and access of the diverted apparatus. • Where the A428 project intends to acquire land, extinguish rights, or interfere with any of Cadent's apparatus, Cadent will require appropriate protection for retained apparatus and further discussion on the impact to its apparatus and rights including adequate Protective Provision.

Table 7-8: Canal and River Trust comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	• The Canal & River Trust do not own any waterways in this area.
Suggestions	No comments

Table 7-9: Drax Power Station comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	• Drax Power Limited holds a DCO scheme located at Rookery Pit. A428 Black Cat to Caxton Gibbet improvements may impact on the route selection in getting loads to the construction site. Clarification is requested regarding the phasing associated with the Scheme and when certain elements will be commenced and completed since the delays in getting equipment to site could be considerable and costly.
Suggestions	No comments.

Table 7-10: East West Rail consortium comments

Supportive comments	• EWR Co supports the principle of the A428 improvements as part of an integrated, multi-modal approach to developing new and existing transport infrastructure in Bedfordshire and Cambridgeshire.
Opposing comments or concerns	No comments.
Neutral comments	• EWR and the A428 are currently being delivered along the same corridor between St Neots and Cambridge. There are potential interfaces between the two projects as there is overlap between the proposed alignment of the A428 project and the preferred route option area for East West Rail. For example, areas identified for borrow pits or new engineered highway structures in the vicinity of the proposed Black Cat Junction may be relevant to the selection of the new railway alignment. • We will continue to work closely with Highways England to ensure both projects are delivered in the best way to connect the communities. As both projects progress and more detail becomes available, this will then enable EWR Co to make further comment if required during examination and, if need be, make proposals to formalise the management of the relevant interfaces.
Suggestions	• Propose that points raised in this representation continue to be reviewed and managed through the existing bilateral forum to agree working arrangements for the future development of our respective projects. EWR Co proposes to consult Highways England as its proposals develop, and requests that Highways England takes account of its project when it becomes aware that an interface may occur.

Table 7-11: Environment Agency comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	• Borrow pits are likely to lead to de-watering being required. Borrow pits to the west of the area will need more de-watering than those in the eastern patch given the underlying geology.
Suggestions	• Clarify whether using borrow pits to provide additional flood plain storage has been considered. Request inclusion in the discussion on the potential locations of borrow pits so that environmental and flood risk opportunities are not missed. • Require information to demonstrate that loss of flood plain storage can be compensated for on a level for level and volume for volume basis, and that the compensation area floods at the same time and in the same manner as the area of flood plain. • Recommend permitting pre-application advice is sought regarding the infilling of the borrow pits to establish whether a permit or other mitigation would be required. • A Hydrogeological Impact Assessment will be required for the de-watering and restoration schemes for each borrow pit, within the DCO process. De-watering over 20m³/day will require an abstraction licence prior to commencing, which can take up to six months. Suggest pre-application advice is sought at an early stage.

Table 7-12: Everton Parish Council comments

Supportive comments	No comments on the proposed realignments and modifications to the layouts of the Scheme.
Opposing comments or concerns	Concerns relating to construction traffic and rat running through the village during construction, specifically in relation to safety at the village school.
Neutral comments	No comments on the proposed realignments and modifications to the layouts of the Scheme.
Suggestions	- Request all construction traffic is banned from using any of the routes passing through the village. and from Everton Road The Heath. - Request Highways England work with Central Beds Council Highways to try to limit rat running by cars, LGVs and HGVs. - Suggest a traffic survey is carried out in and around Everton village to quantify the level and type of traffic prior to and following completion of the Scheme.

Table 7-13: GTC – BUUK Infrastructure comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	A single network that may be affected by the works close to the A1 at Phoenix Business Park.
Suggestions	No comments.

Table 7-14: Hilton Parish Council comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	- Clarification sought on the following: - Definition of a construction vehicle - Measures to prevent construction vehicles travelling through Hilton. - Measures to police diversion routes and prevent diverted traffic using Hilton as a short cut. - Assumptions behind the modelling data. - The intended north/south route for vehicles travelling between the A428 and St Ives. - Mitigating actions to signpost traffic away from Hilton - Monitoring of traffic volumes. - Mitigation if traffic volumes increase.

Table 7-15: Historic England comments

Supportive comments	No comments.
Opposing comments or concerns	• Concern regarding extension of Order Limits which will impact the setting of the scheduled Round Hill Bronze Age bowl barrow (NHLE number 1013521) • Concern regarding impact on Grade II listed Brook Cottages, near the Black Cat roundabout. Discussions are ongoing with Highways England, including ways of reducing the harmful impact on the building. • Concern regarding reduction of Order Limits at R03 near Brook Cottages, following identification of archaeological deposits. Further consideration needed regarding the impact on the deposits.
Neutral comments	• In the main the changes and clarifications contained in the supplementary consultations do not raise issues about those specific assets or any new concerns.
Suggestions	• Consider options to close land at R03 as future mitigation for the works to Brook Cottages. • Additional areas added to the Order Limits should be investigated using geophysical surveys and trial trenching. All archaeological remains to be investigated and recorded. • Recommend consideration regarding the setting of the scheduled Round Hill Bronze Age bowl barrow (NHLE number 1013521) the Environmental Statement. • The impact of borrow pits on the hydrology and ground water levels will need to be considered as any changes will impact any archaeological remains.

Table 7-16: Little Gransden Parish Council comments

Supportive comments	• No comment as the Scheme location will have limited impact on Little Gransden Parish.
Opposing comments or concerns	• Concerns relating to the impact to health from the excess dust that will be created from digging such large areas of land.
Neutral comments	• Overall the changes will not affect Little Gransden.
Suggestions	No comments.

Table 7-17: Natural England comments

Supportive comments	• No significant concerns to raise. The changes are welcomed noting that they are expected to minimise impacts and provide environmental and community benefits including reductions in temporary impacts on air quality, vehicle emissions, impacts to agricultural land, reduced visual impact and impacts on rights of way. • Welcome reductions in the area of land required for the Scheme and the reduced impact on biodiversity including loss of water features, grassland and other habitats. • Broadly supportive of the proposed environmental mitigation and enhancement measures. • Welcome the inclusion of additional land for landscape mitigation and biodiversity enhancement to benefit existing habitat.
Opposing comments or	No comments.

concerns	
Neutral comments	• There will be no long-term impact on the land used as its use is only temporary for the period of construction. • No significant concerns with the location of the borrow pits.
Suggestions	• Some changes are considered to give rise to potential water quality impacts. Appropriate construction mitigation measures to be implemented to protect the aquatic environment. • Suggestion the inclusion of additional permanent land (currently used as borrow pits) for landscape mitigation and biodiversity enhancement to benefit existing habitat. • Demonstrate within the Environmental Statement (ES) that mineral extraction will not have an adverse effect on the notified woodland features of Elsworth Wood SSSI, including through changes in hydrology or water quality. • Temporary disturbance of agricultural land and soils and temporary access and visual impacts to be assessed and mitigated through the ES in line with previous advice.

Table 7-18: Penspen comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	• The pipelines are in the northwest of the country and are not affected by proposed works.
Suggestions	No comments.

Table 7-19: Plant Enquiries Team Gamma Plant Records comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	• Gamma has no owned apparatus within the search area of Highways England proposed Works and no objections.
Suggestions	No comment

Table 7-20: Public Health England comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	• Request that draft population and human health chapter to be sent to Public Health England prior to the submission of the DCO to discuss the findings and ensure a satisfactory Environmental Statement. Recommend the health chapter follows the updated Design Manual for Roads and Bridges (DMRB) requirements.

	• Significance criteria (magnitude) must be used to apply a value to each receptor identified, including walkers, cyclists and horse riders (WCH); occupiers of property; land and businesses and the proposed mitigation. • Environmental Statement shall provide details on how health effects from the development will be monitored and assessed during construction and up to 15 years of operation. • The Environmental Statement must include evidence for the following: ○ A baseline health profile of the communities within the study area. ○ Types of health determinants impacted by the development. ○ Changes to health determinants as a result of the development sensitivity of the population.

Table 7-21: Roxton Parish Council comments

Supportive comments	• Addition of proposed noise bunds are welcomed • Design changes to the new Roxton Road bridge and reduction in Roxton Road roundabout are welcomed. • Addition of flood storage to the west of Kelpie Marina and realigned access is welcomed. • Reduction in extent of land required temporarily during construction south west of Roxton Road bridge is welcomed. • Support realignment of Roxton Road link (south).
Opposing comments or concerns	• Noise pollution and the lack of measures to protect all vulnerable road users are of continued concern. • Concerned that there is no mitigation in place for light pollution from vehicle headlights. • Land affected must be returned in its existing condition or planted to provide additional woodland. • No attempt has been made by Highways England to hold further discussions with RPC as promised during the online presentation held on 26 June 2020. • Concern regarding diversions from NPPF 2029. Bedford Borough Council Local Plan 2030 and the Design Manual for Roads & Bridges, protection and enhancement of Walkers, Cyclists and specifically Horse Riders provisions. ○ Proposed plans do not accommodate horse riders in relation to the new Roxton Road Bridge and roundabout, risking death or injury ○ New footpath and cycleway close to Kelpie Marina does not accommodate horses and should connect to Right of Way 4.
Neutral comments	• Clarification sought regarding the extent of CCTV to be provided as part of the Scheme once its completed. • Clarification sought regarding the construction strategy to be used for the Scheme. • Clarification sought regarding the compensation package that will be available to residents that are affected by light and noise pollution. • Confirmation required regarding whether Public Right of Way 10 will be closed. • Confirmation required regarding purpose of new turning head on School Lane.
Suggestions	• Additional land required south west of Roxton Road bridge to be returned to existing condition or planted to provide woodland habitat. • The existing footpath along the western side of the A1 approach to the Black Cat should be retained and follow the new northbound exit slip road. • Provision should be made to facilitate walking, cycling and horse rider access to the future nature reserve that is to be created upon completing the gravel extraction works in the immediate vicinity of Black Cat.

	• Close the School Lane exit onto the A1 as early as possible during construction to prevent 'rat running' through the village. • Provided suggested construction hours and that vehicle reversing alarms should not be used on Sundays. • Request solid light barriers to be fitted to reduce the extent of light pollution from headlights. • The T-junction opposite Roxton Garden Centre to be a signalised controlled junction. Historically there have been many accidents at the existing junction - including a fatality. • Access points to the new Kelpie track are all secured with gates and earth bund. • Improved access and bridle ways for horses should be provided by the Scheme. • The land between the Kelpie track and the A1 northbound exit slip to be planted to create a new woodland habitat. • Street lighting be omitted from C44 between Black Cat and the new Kelpie access. • The triangle of land between A421 & C44 after the Roxton Road Bridge towards Black Cat and the wedge of land between the new Kelpie access and A1 northbound exist slip road should be all planted as new woodland habitat. This cost-effective measure would greatly enhance the biodiversity net gain of the development. • Request sight of assessment reports conducted to cover walkers, cyclists and horse riders provision. • Request noise level surveys and explanation of how much bunds will reduce noise levels extending from the bridge to High Barns. Suggest acoustic fencing from the edge of the A421 to High barns bridge. Suggest acoustic barriers from the A421 to new Roxton Road Bridge. • Bunds to be planted with semi-mature native tree species to boost biodiversity net gain. • Request no street lighting on Roxton Road roundabout and approaching roads to minimise light pollution. • Gap in noise bund to accommodate Rockham Brook to be closed with an acoustic fence. • Request replacement trees at realigned Bedford Road verge. • Request quarterly meetings with construction team and a nominated community contact up to 24 months after construction. • Change speed limits on two roads, ○ School Lane be downgraded to 30mph for its full length. ○ C44 from the Black Cat towards Roxton pass the junction with High Barns be downgraded to a 40mph speed limit.

Table 7-22: SABIC UK Petrochemicals comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	• The Scheme will not affect SABIC UK Petrochemicals high pressure pipeline apparatus.
Suggestions	No comments.

Table 7-23: Sky comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	• Sky Telecommunications Services Ltd will not be affected by your proposal.
Suggestions	No comments.

Table 7-24: Waresley-cum-Tetworth Parish Council comments

Supportive comments	• No additional comments to add during the latest parish council meeting. • Thank you for extending the consultation and giving us this opportunity.
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	No comments.

Table 7-25: Wyboston, Chawston & Colesden Parish Council comments

Supportive comments	No comments.
Opposing comments or concerns	• The Council and residents are unable to accept that a 'staggered 'or 'off-set' Roxton Road link at this Wyboston/Chawston New Link Road (specifically Chawston Lane Junction) is necessary. Concern regarding whether has been surveyed, including inclusion of small number of dwellings and accesses. When the A1 access is stopped, the traffic movements to and from the junction to these properties will negligible.
Neutral comments	No comments.
Suggestions	• Suggest a crossroads rather than a staggered junction at Chawston Lane. Request reassessment of the plans for this junction urgently. • The priority should be for Roxton Road link due to the size of the HGVs. This would make a safer and more cost-effective project. • Request for traffic study results.

Summary of responses to the supplementary consultation from Section 42(1)(b) – local authorities

Table 7-26: Bedford Borough Council comments

Supportive comments	The Council supports the principle of the Scheme and recognises the line of the carriageway is logical in its alignment with the Black Cat Roundabout and A421.
Opposing comments or concerns	- Council owns land located to the immediate east of the existing Black Cat Roundabout. The Council has development aspirations for the Land which is strategically located in a sustainable location for significant roadside services and employment development with direct access onto the Black Cat Roundabout, the A1 and A421 and the strategic highway network beyond. All of the Land is affected by the Scheme: - Permanent acquisition for 'mainline' improvements to the Black Cat Roundabout and the new dual carriageway to the east (plus associated landscaping). - Permanent acquisition for 'Flood Storage Area' is unnecessary. Temporary acquisition would be sufficient. Excessive area identified for flood storage which will remove opportunity to develop land. - Temporary Land Acquisition – Construction Compound. - Permanent access rights – stats diversion - The effect of permanently acquiring the land identified for flood storage would 'landlock' this part of the Land identified for temporary acquisition for 'Permanent Access Rights' and 'Working Room'. - Temporary Land Acquisition - Working room - The demolition of the service station raises considerable concerns for the Council. The Council seeks engagement to discuss securing a suitable location for a replacement service station. If the existing services are extinguished, there would be an approximately 18 mile gap between services and over-night stays on this route. - Highways England have no detail how the Land will be managed for flood storage, other than its identification as grassland.
Neutral comments	No comments.
Suggestions	- Design sufficient capacity into the new dual carriageway layout to accommodate service traffic. Require an agreement which will safeguard delivery of the full potential of the Land for sustainable strategic development, and to ensure this development is aligned with the Scheme. Minimise the land take required to deliver the Scheme. - The Council seeks engagement on the following to safeguard the provision of services in this location. - Securing suitable access to the Land in this location from the Black Cat Roundabout. - Signage will be needed on the new dual carriageway system. - Protective provisions to be agreed to ensure satisfactory drainage in this location. - Minimisation of the flood storage area to maximise the developable area on a sustainable and well-connected development and ensure that the drainage strategy does not prejudice the delivery of development on what is a strategically important site. Areas identified for temporary possession which sever the flood storage sections could be used for flood storage, thus freeing

	land closer to the Black Cat Roundabout which could be used for development.

Table 7-27: Cambridgeshire County Council, Huntingdonshire District Council, South Cambridgeshire District Council comments

Supportive comments	- The authorities continue to be very supportive of this Scheme and wish to see it delivered in accordance with the current timetable. - The Council does not oppose the use of borrow pits. - Highways England to return as much land take to landowners as possible. - The commitment by Highways England to enter into a Planning Performance Agreement with Cambridgeshire County Council (CCC), South Cambridgeshire District Council (SCDC), and Huntingdonshire District Council (HDC) is welcomed. - Improvements at points along the planned route for Non-Motorised Users are noted and welcomed.
Opposing comments or concerns	- Concern that the single lane on the A428 at the Girton Interchange may be insufficient to accommodate current and future numbers of vehicles, including traffic generated by the Scheme. - High quality facilities for non-motorised users segregated from the general traffic has not be included in the following areas. a. Croxton / Eltisley and Cambourne. b. Villages to the south of the A428 and St Neots, Toseland and Yelling. c. At crossings where there are heavy flows of vehicles, for example Caxton Gibbet. - The A1303 route is already congested and any additional traffic on the A428 heading east into Cambridge will exacerbate existing congestion levels. - CCC cannot accept adoption of amended local roads without the extinguishment of highway rights over sections of road that no longer perform a highway function. - CCC is unable to support the highway boundary lines as plotted on the Land Use plans at DCO stage, and revision of these plans will be necessary.
Neutral comments	- Further detail is required to enable a full assessment of the impacts and identify mitigation, and there are areas where the authorities will reserve their position, particularly on the mitigation measures that may be needed. - Major developments on the corridor have already committed to make contributions to the Caxton Gibbet works (Cambourne West – with a live application at Bourn potentially to follow). - No assumptions should be made that CCC will ‘adopt’ land because it is adjacent to the highway, even if it has utilities within it.
Suggestions	- Request for the exploration of opportunities for carbon offsetting. - The current consultation does not consider any element of de-trunking the route of the current A428 upon completion of the Scheme. This is a significant piece of work and Cambridge County Council requests engagement on this matter. - We request a detailed transport modelling plan to review against our own to ensure assumptions are consistent. - Noise from construction and operational phase of the Scheme needs to be carefully planned and mitigated. - The current heritage, landmarks, archaeology and history of the area must be preserved during and after construction of the Scheme. - Detailed air quality impact assessment and mitigation of potential impacts needed during both construction phase and operational phase.

	Monitoring air quality will need to take place six months prior to the Scheme starting construction, during the construction works and following completion of the Scheme. • Digital Connectivity was raised as a key matter in the earlier consultation. The authorities wish to reiterate the importance of delivering a strong network, especially given the current and likely on-going increase in home working and need to do business locally due to COVID-19. • We reiterate our request for the Scheme to deliver measurable biodiversity net gain to ensure the Scheme complies with local plan policies • The impacts of additional lighting and how this will affect residents and local ecology needs to be mitigated. Any mitigation needs to be site specific and take into account sensitive premises and identify any vulnerable persons. Potential impacts on ecology should also be considered and mitigated. • The A428 must be part of a coherently planned local and regional transport network and should integrate with capacity being provided elsewhere. This includes: ○ East West Rail ○ A1 East of England Study improvements. ○ The Greater Cambridge Partnership's programme in the Cambridge area. ○ The Cambridgeshire and Peterborough Combined Authority and Greater Cambridge Partnership's Cambridge Autonomous Metro proposals. • An all-ways junction would provide through traffic with the option of avoiding the existing single carriageway onto the A1303 between the Hardwick roundabout and J13 of the M11. • Essential to ensure that the Black Cat junction impacts on Wyboston are managed and mitigated as far as possible. • A strategic cycle route between St Neots, Cambourne, and Cambridge is a key aspect of the wider transport needs for the area. • Inception of a number of working groups to focus on specific issues related to the implementation of the Scheme including Public Rights of Way and Asset boundaries. Any changes to the approved design for works on the local road network should be accompanied by a design review tracker. • Return as much land acquired under the DCO as possible to the original landowners. • Engage early with other public bodies about how to dispose of surplus land that is unused by the Scheme but is no longer desirable to the previous private landowner. • The widths of any newly created or amended PRoWs should be detailed within the DCO. • All WCH routes created alongside local roads (or the de-trunked A428) or otherwise should be constructed to a suitable standard and width to accommodate pedestrians, cyclists and equestrian users. The DCO will need to include Traffic Regulation provisions to restrict motor traffic from using such WCH provisions alongside a carriageway.

Table 7-28: Central Bedfordshire Council comments

Supportive comments	• We would like to reiterate our overall support for the Scheme. • The use of Borrow Pits will have a positive impact on transport reducing the numbers of HGVs on the roads. • Reduction on impact on farming activities is welcomed. • Use of alternative areas of land and relocations of compounds is supported if it will reduce disturbance and nuisance to neighbouring properties. • Removal of diversion of overhead power lines from the Scheme should result in less intrusive construction work. • Increase of landscaping to the north of the new dual carriageway and east of the East Coast Mainline Railway are welcomed.
Opposing comments or concerns	• No justification for the final choice of the long-term use for the borrow pit sites be determined following approval of the DCO. The final land use will influence how any quarry is operated from the start of operations. • Concerns about the results of the initial transport modelling and the expected impacts on the A1 south of Black Cat roundabout. • Scheme has not given due regard to the openness of the Central Bedfordshire landscape.
Neutral comments	• The Scheme DCO boundary (Order Limits) itself does not fall significantly within CBC, however many of associated issues, such as rerouting/ increase of traffic movements and landscape treatment are of critical importance to our Authority. • Temporary land use changes, additional land and construction related activities must be scoped into the noise and air quality assessments and construction traffic management plans. • Changes to the Scheme following additional flood modelling should be scoped into the Environmental Statement assessments. • Further detail is required on the return to former use in terms of landscaping impacts. • Reduction in landscaping will need to be justified when the future assessment is produced. • Keen to see impacts of Borrow Pits sites included in Environmental Statement. • Expect alignment between with East West Rail scheme, and for this to be outlined in the DCO application.
Suggestions	• It is necessary to know the final land use in order to carry out the environmental assessment process and to understand impacts on Central Bedfordshire. • Set out a strategy which balances the progression of the Scheme with DfT aspirations for the A1 and the A1 East of England Stage 3 Strategic Study. • Reflection of the aspiration for strategic growth, specifically in the A1 corridor and at Arsley and Biggleswade should be considered within the Environmental Statement and Transport Assessment. • Pending the outcomes of the detailed traffic modelling (to include the A1/A603 junction at Sandy), expect to see mitigation measures to deal with impacts outside of the Order Limits both at a strategic and local level. • Route corridor contains largely discrete areas of archaeological occupation remains ranging in date from the Late Bronze Age through to the Roman period. The impact on remains must be mitigated, most likely by excavation prior to the development commencing. Environmental Statement to include information from the evaluation stages to ensure an appropriate mitigation scheme can be devised.

	• The Scheme should demonstrate net gain for biodiversity and there is potential to achieve this in the CBC area. Further detail required on new proposed areas of grass and woodland, planting, barriers and further enhancement of green infrastructure. • The Scheme should emphasise the River Great Ouse through sensitive landscape design.

Table 7-29: Dacorum Borough Council comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	• Automated response received confirming receipt of consultation documents.
Suggestions	No comments.

Table 7-30: Huntingdonshire District Council comments

Supportive comments	• The Council wishes to reiterate its support for the Scheme as it is critical to the ambitious planned growth for the area through housing and business. • The Scheme will support growth by way of improved access to the ports of Felixstowe and Harwich and forms part of the wider scheme Cambridge – Milton Keynes –Oxford (CaMkOx) Expressway.
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	• Construction should start at Caxton Gibbet. • The new dual carriageway must be considered as part of a coherently planned multi-modal local and regional transport network including East West Rail. Investment in new infrastructure, designed to support housing growth and link communities, will attract and retain the talent which helps maintain and improve this area's position in the UK economy.

Table 7-31: Lincolnshire County Council comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	• The Council do not wish to make any comments relating to the Scheme.
Suggestions	No comments.

Table 7-32: SEMLEP (South East Midlands Local Enterprise Partnership) comments

Supportive comments	- Overall, the renewed focus on mitigating the environmental impacts of the Scheme is very welcome. - Interested in the potential environmental gain from the use of borrow pits which may involve landscape changed.
Opposing comments or concerns	No comments.
Neutral comments	Wish to see more details on the EIA and how biodiversity is being supported by the Scheme.
Suggestions	No comments.

Table 7-33: South Cambridgeshire District Council and Cambridge City Council comments

Supportive comments	The Council remains broadly supportive of the Scheme.
Opposing comments or concerns	The provision of a single lane on the A428 at the Girton Interchange may be insufficient to accommodate current and future numbers of vehicles that will be using the road, including traffic generated by the Scheme.
Neutral comments	No comments.
Suggestions	- Mitigation strategy for the two borrow pits north east and north west of Caxton Gibbet in terms of noise, disturbance to farmland, contaminated backfill, changes to local landscape and a replacement planting scheme. - The Councils ask Highways England to explore the benefits and feasibility of including an all-ways junction at Girton Interchange – a study referenced in the Cambridgeshire and Peterborough Local Transport Plan. An all-ways junction would provide through traffic with the option of avoiding the existing single carriage way onto the A1303 between the Hardwick roundabout and J13 of the M11. The A1303 route is already congested and any additional traffic on the A428 heading east into Cambridge will further exacerbate the existing congestion levels. - The Councils urge Highways England to explore opportunities for carbon offsetting for the wider A428 development from an early stage to minimise emissions and prioritise air quality. - Supplementary information does not contain any detailed information regarding ecology or biodiversity. The Councils would urge a commitment towards the provision of a minimum of 10% biodiversity net gain throughout the development.

Table 7-34: Suffolk County Council comments

Supportive comments	- As a mineral planning authority, we welcome the introduction of borrow pits to relieve demand on existing minerals and waste facilities. - Welcome the investment in the regional strategic network and look forward to early delivery of strategic road improvements proposed in RIS2/3 for Suffolk.
Opposing comments or concerns	The Scheme programme for delivery is similar to a number of energy projects. This would potentially lead to a shortage of materials, skilled workforce and extensive disruption for residents.
Neutral comments	We look forward to seeing the supporting documents to consider whether there are any specific impacts on Suffolk's road network or the strategic road network.
Suggestions	No comments.

Summary of responses to the supplementary consultation from Section 42(1)(d) – land interests

Table 7-35: McDonald's Restaurants Ltd comments

Supportive comments	No comments.
Opposing comments or concerns	- At Caxton Gibbet, users of the A428 are able to see the McDonald's as they use the existing adjacent roundabout, allowing fatigued drivers to make an instantaneous decision to visit. This opportunity would be removed under the proposals. - Longer journey time to access McDonalds at Black Cat junction. Concern that this may adversely affect drivers' decision to make a repeat visit in the future.
Neutral comments	No comments.
Suggestions	- McDonald's restaurants rely on easy recognition and access by potential customers using the highway network. At both sites (Black Cat junction and Caxton Gibbet) we request a review of highway signage, so that drivers can make safe and timely decisions about making a visit to the restaurant whilst using the adjacent highway network. - A new potential footway appears to cross the wider red-line boundary at Caxton Gibbet, which may encroach on the land. Please supply a larger scale plan.

Table 7-36: Landowner Ref W74 comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	- Clarification of boundary treatments and land access during the construction of the Scheme. - Clarification on drainage plans requested.
Suggestions	- Suggested of relocation of balancing pond to the north of the new dual carriageway. - Confirmation sought on the type and width of gates to be situated at the intersection of the track from the balancing pond and the agricultural track. We would ask that there is a pair of substantial security gates with a minimum width 6m and capable of being padlocked. Confirmation sought on the surface of the track, maintenance and level of use.

Table 7-37: Landowner Ref W45 comments

Supportive comments	Overall, very supportive of the Scheme.
Opposing comments or concerns	Concern that the approach does not account for future growth at Tempsford and the delivery of East West Rail, which will include new railway stations in close proximity to the A428, including a point between Tempsford and St Neots. The Central Bedfordshire Local Plan will include consideration of locations for strategic housing growth, including land north, south and east of Tempsford.

Neutral comments	No comments.
Suggestions	- The new dual carriageway should allow for future access to a new station on East West Rail/East Coast mainline. - The Scheme needs to ensure it is joined up with other future development plans such as East West Rail and Tempsford housing growth.

Table 7-38: Landowner Ref W53 comments

Supportive comments	No comments.
Opposing comments or concerns	Objection to the closure of the side road access between School Lane and the north boundary carriageway of the A1. Concern raised regarding loss of alternative access for the farming operation.
Neutral comments	No comments.
Suggestions	Request that Highways England reconsiders the closure of the side road access between School Lane and the north boundary carriageway of the A1. Please reconsider as to whether this minor access, which ultimately is restricted to the north bound route only, needs to be closed for safety reasons.

Table 7-39: Landowner Ref W72 comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	- The Scheme affects the main entrance of the land to the north, which is currently accessed by a gate adjacent to the Travelodge. Once the Scheme has been developed it is vitally important that the access is finished to a standard that will support the use of heavy farming machinery. - The agricultural land identified also benefits from an existing land drainage scheme and appropriate arrangements should be put in place to provide for, and deal with, the continuation of the existing land drainage scheme, so as not to impact the drainage of the remainder of the field to the north.

Table 7-40: Landowner Ref W65 comments

Supportive comments	No objection in principle.
Opposing comments or concerns	- Object to the extension to the Land Required for Permanent Acquisition south east of Roxton Garden Centre to be used as a flood storage area, due to development potential. - Concern regarding the proposed layout of the new junctions onto Chawston Lane in terms of HGVs safely traversing the junction.
Neutral comments	- The land east of Roxton Road and north of A421 is partly owned and partly rented. It is not clear from the information how this access will be affected; please provide better scale plans demonstrating that this access will remain commodious. - Accommodation works will be required, such as drainage, hedging, and

	fencing to mitigate the negative impact of the Scheme upon the property.
Suggestions	• The area encompassing the existing access is required for temporary land acquisition for 'Working Room'. Access to be maintained at all times throughout the construction process. • To mitigate the negative impacts of the Scheme on the property hedging and fencing will be required. • Question the need for a ditch on land east of Roxton Road and north of A421, given free draining nature of the soil. Ask that it is aligned closer to the road inside the landscaping area to reduce the amount of land lost to the Scheme. • Flood storage area to the south east of Roxton Garden Centre to be relocated to the proposed landscaping area or another parcel without development potential. • Ask that proposed works are moved closer to the existing A1. • Ask that new side road providing access to Kelpie Marina is aligned closer to the A1, preferably using the existing concrete track so far as possible. • Access to land requested south east of Roxton Garden Centre. • Request access from the proposed Side Road that will link Chawston Lane to The Lane to land north of Chawston Lane.

Table 7-41: Landowner Ref W66 comments

Supportive comments	• No objection in principle to the Scheme.
Opposing comments or concerns	• The Scheme will acquire part or permanent land take for accommodation works. Consequently, accommodation works such as drainage will be required. To mitigate the impact of the works hedging and fencing will be required due to their proximity to the property. • Concern that by straightening the alignment of the road, and flattening the contours, it will allow motorists to travel faster, which increases the risk of accidents between motorists and slow-moving agricultural equipment exiting fields.
Neutral comments	No comments.
Suggestions	• We urge Highways England to improve communication with affected landowners and occupiers and increase the timeliness of such correspondence. • Accesses from Barford Road must be equally commodious as existing accesses and able to accommodate slow moving agricultural vehicles. • Suggest traffic calming measures are incorporated into the proposed changes to the Barford Road including reduced speed limits, hazard signage and crash barriers at bends. • Request access and car parking is made on land already identified as being permanently required on the access track running east off the Barford Road, then west underneath Barford Road towards the River Great Ouse. • Accommodation works will be required, such as drainage, hedging, and fencing to mitigate the negative impact of the Scheme upon the property.

Table 7-42: Landowner Ref W58 comments

Supportive comments	No comments.
Opposing comments or	• The principle impact from the new dual carriageway will be to 1 & 2 Wintringham Cottages. Once the Scheme is complete the cottages will be

concerns	severed completely from the rest of the farm. The cottage will be only a few meters from the new dual carriageway. • Concern regarding impact on cottages of noise, dust and vibration. • The cottage has private sewage and soak away connected to a dry ditch this will be significantly impacted by the Scheme. Insufficient land has been left available for adequate continuation of the sewage system. • The Scheme will sever the existing water supply from the cottages. This includes the water supply that runs via Tithe Farm. The cottages must maintain a water supply during and after construction of the Scheme.
Neutral comments	No comments.
Suggestions	• Protection requested from visual intrusion and noise through double glazing, bunding and landscaping. • Request better scale plans with cross sections and confirmation of the proposals for any lighting, etc. • Access to the cottages must be maintained at all times for all sizes of vehicles and access must be maintained to Tithe Farm. • Bunding should be provided to reduce visual and noise impact of Tithe Farm and Grayholme. • Land taken for diverting services should only be taken on a temporary basis. • Request drainage arrangements put in place to account for removal of drainage systems in permanent land take. • Access must be maintained at all times with the existing area sufficient for agricultural vehicles. • Notice required should the use of the new dual carriageway be restricted.

Table 7-43: Landowner Ref W67 comments

Supportive comments	• No objection in principle to the Scheme.
Opposing comments or concerns	• The proposed Scheme acquires part of the land as permanent land take. Consequently, accommodation works will be required, such as drainage, hedging, and fencing to mitigate the negative impact of this Scheme upon the property.
Neutral comments	No comments.
Suggestions	• At least one access from Barford Road is required, both safe and efficient and preferably not shared. Access should be suitable for agricultural vehicles. • Suggest traffic calming measures are incorporated into the proposed changes to the Barford Road including reduced speed limits, hazard signage and crash barriers at bends. • Accommodation works will be required, such as drainage, hedging, and fencing to mitigate the negative impact of the Scheme upon the property.

Table 7-44: Landowner Ref W68 comments

Supportive comments	No comments.
Opposing comments or concerns	• Concerned that land will be used for a borrow pit. No information on how deep it will be or what materials it will be filled with. • Concerned regarding damage to field access which will require upgrading. • Concerned that the current levels of fertility experienced over their land will be lost. Require soil to be tested prior for any proposed borrow pit use to record

	soil content, organic matter and nutrients. - It is noted that the Order Limits have been extended within area OL-E07 and that no justification for access to the land over School Lane has been provided or discussed. It is essential that access for agricultural vehicles over School Lane is maintained. - Landowner's irrigation pipe runs under School Lane and no provision for this is detailed within the proposals. It is essential an extraction route is maintained and supplied as part of any scheme works. - No details on requirement for new ditch on east of land or where it is to connect to at the School Lane junction.
Neutral comments	Clarification required regarding the boundary treatments throughout the Scheme together with details of who will be responsible for the landscaped areas shown within the Scheme.
Suggestions	- New access areas must be sufficient for heavy farming vehicles to enter and turn around. - Access must be maintained to all fields, during construction and thereafter.

Table 7-45: Landowner Ref W61 comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	The land is no longer required and will no longer be incorporated into the Scheme.

Table 7-46: Landowner Ref W60 comments

Supportive comments	No comments.
Opposing comments or concerns	Object to the extension of Order Limits to incorporate land.
Neutral comments	No comments.
Suggestions	Given the size of the land take required this land is not considered to be relevant to the Scheme and we request it is removed. We note from landowner meetings that it was not the intention to incorporate the land and we request that the current plans are updated.

Table 7-47: Landowner Ref W36 comments

Supportive comments	No comments.
Opposing comments or concerns	- Concerns relating to access during the construction phase. - Confirmation of how land drainage and reinstatement be managed as the land is currently well drained. - Concerns relating to what lighting and illuminated structures are required and clarification is requested on the design and need for any lighting proposals. - The current plans show a lay-by which is located close to the farmhouse.

	Concerned regarding its current elevated position, with regard to the privacy and security of their holding.
Neutral comments	- Clarification sought regarding noise protection measures and boundary treatments and details of those responsible for landscaped areas. - Seek clarification of OL-E25 as no justification has been provided as to why the Order Limits have been extended within this area.
Suggestions	- Has received verbal confirmation that the current access track to Rectory Farm is no longer needed for construction but is detailed as being within the Order Limits. The DCO submission plans need to be updated to reflect that it is required only for the purpose of access, to inspect the proposed viaduct as it crosses the railway line. - Request access between 80 acre and four acre fields are reinstated. - Request nearby laybys are fenced to maintain security to land.

Table 7-48: Landowner Ref W30 and W31 comments

Supportive comments	No comments.
Opposing comments or concerns	- The Scheme will impact on the ability to rent the properties owned. - No mitigation proposals have been included in new plans.
Neutral comments	- Clarification of noise and lighting mitigations that will be in place for the construction phase. - Further details of the flood storage areas are requested including confirmation of the size and finish. - Confirmation of how the issues such as land drainage and reinstatement will be managed as the land is currently well drained to the existing ditches which are to be re-aligned during the Scheme.
Suggestions	- New entrances must be sufficient for modern farm machinery. - Request removal of land required for construction and compound area to the rear of cottages owned. - Previous discussions confirmed access to one of the properties.

Table 7-49: Landowner Ref W33 comments

Supportive comments	No comments.
Opposing comments or concerns	- Concerns relating to lighting structures that will be in place during the construction of the Scheme. - In addition to the boundary treatments, concerns that the boundary must be secure throughout the Scheme to minimise the risk of any animals escaping from the property. - Concern regarding reinstatement and maintenance of land.
Neutral comments	- Land to the north of the property is to be used as a site compound which will include a concrete batching plant, offices with parking, stores and logistics activities with additional vehicles, compound lighting, security surrounding bunds and fences. Confirmation sought on proposed mitigation measures to reduce the impact. - Clarification sought regarding compound layout. - Confirmation required that access rights to the concrete track remain in place. - Further detail requested on access bridge to Kelpie Marina, which may require a visual barrier to protect privacy. - Further detail sought on landscaping proposals to south of property.

	• Further detail required on flood compensation area located to the east of property. • Confirmation sought that the new wall will be 3m above ground level – 1.5m concrete and 1.5m fencing. Clarification required on access for maintenance to the boundary.
Suggestions	• Compound and bunds to be maintained to a high standard throughout Highways England's occupation. • Request concrete batching plant is located as far away as possible from my property. • Access to be maintained for emergency vehicles and visitors and to be gated. • Request for further detail on noise modelling which outlines that mitigation is not needed close to the residential property.

Table 7-50: Landowner Ref W34 comments

Supportive comments	No comments.
Opposing comments or concerns	• An area of woodland and garden are shown as being within the defined working area. Clarification sought on what this area will be used for. This area has significant planting which forms and visual and noise barrier. Should this be removed it will have a negative impact on the property.
Neutral comments	• Clarification on the boundary treatments of this area to ensure the security of the property is maintained. It is vital that boundary security is maintained at all points during the Scheme.
Suggestions	• Requests the removal of this area from the land plans as it is not necessary for the Scheme.

Table 7-51: Landowner Ref W32 comments

Supportive comments	No comments.
Opposing comments or concerns	• Concerns regarding drainage issues which may arise as a result of the Scheme and how the productivity of the land can be maintained. • Concerns regarding reinstatement of land drains and drainage ditches as the land is currently well drained to the existing ditches which will need to be re-aligned during the Scheme.
Neutral comments	• Clarification sought on the boundary treatments throughout the Scheme together with responsibility of the landscaped areas shown within the Scheme. It is vital that boundary security is maintained at all points during the Scheme. • Access to all fields must be maintained during the construction of the Scheme. • Clarification requested on width of turning circles and security at new access. • Clarification sought on the use of land close to the new access point and the requirement for it.
Suggestions	• Request no other parties have access to land and that the land is retain as sole ownership. • Request suitable power supply installed to farm buildings as part of the realignment work to power lines.

Table 7-52: Landowner Ref W37 comments

Supportive comments	No comments.
Opposing comments or concerns	Concern regarding safety of access to property crossing an oncoming lane of traffic on the southbound at service station slip road. Concern regarding security of access to services as exit-only.
Neutral comments	- Confirmation on how the impact of the borrow pit will be mitigated on the property including, noise, dust, vibration and privacy. - Details required on timescales of borrow pit material extraction and backfilling, as well routes of construction vehicles. - Clarification sought on what multiple-purpose construction area to the east of the borrow pit will be used for. - Concerned that continued access is maintained to the fields during construction and thereafter. - Clarification on the boundary treatments of this area to ensure the security of the property is maintained. It is vital that boundary security is maintained at all points during the Scheme.
Suggestions	- Request removal of Borrow Pit 16 from land due to lack of evidence of construction material being present in the area. Should the borrow pit not be relocated, the land should be offered back to landowner once reinstated. - Request existing bund to be enhanced and extended to the commercial yard to mitigate impact of the borrow pit. - Request for borrow pit to be extracted and refilled at earliest possible opportunity.

Table 7-53: Landowner Ref W48 comments

Supportive comments	No comments.
Opposing comments or concerns	The entirety of the land is now required for flood mitigation and landscaping as well as providing an access to neighbouring land. This is a significant increase in the amount of land permanently required for the Scheme.
Neutral comments	Confirmation sought as to whether this land will be offered back and the condition and restrictions on use that may be imposed on the land.
Suggestions	This area of flood compensation could be included elsewhere closer to the South Brook watercourse which would offer closer flood alleviation and the ability to retain part of the land which is held as an investment for family.

Table 7-54: Landowner Ref W29 comments

Supportive comments	No comments.
Opposing comments or concerns	- Concerns relating to land drainage and reinstatement. - Confirmation sought regarding the boundary treatments in relation to the laybys which are located on the proposed dual carriageway to ensure unauthorised access is not taken from these onto neighbouring land. - Clarification on the boundary treatments throughout the Scheme together with responsibility of the landscaped areas shown within the Scheme. - Concern regarding safety of agricultural and equestrian traffic meetings at the overbridge with regard to riders falling onto the carriageway. - Concern regarding security of land, specifically emergency accesses and travelers accessing the new bridleway access from A428. - Concern that width of new access from Toseland Road is not sufficiently wide

	enough.
Neutral comments	- The permanent access rights have now been removed from the updated plans which is approved of. - Seeks confirmation of width and measurements of overbridge. - Clarification sought on maintenance responsibilities for new and existing farm tracks. - Clarification on use of distinct portions of land and restriction to soil storage.
Suggestions	- Access to all fields must be maintained at all times. - Other parties should not have use of this access track. - Request an access to be provided between fields next to Bridleway 1/18 sufficient for modern farm machinery by removing some landscaping. - Request turning circles sufficient for agricultural vehicles. - Design of the Scheme to prevent travellers accessing the new bridleway off the existing A428. - Request removal of new land at OL-E63. - Access to the south of the A428 but be created prior to any works commencing. - Request for landscape area to be returned to landowner rather than owned by Highways England. - Request for a footbridge to be created to maintain separate between walkers and agricultural traffic.

Table 7-55: Landowner Ref W35 comments

Supportive comments	No comments.
Opposing comments or concerns	Concerns relating to access to the land. The same level of access must be maintained as they currently have the benefit from.
Neutral comments	Seeks clarification on the boundary treatments throughout the Scheme together with responsibility of the landscaped areas shown within the Scheme.
Suggestions	No comments.

Table 7-56: Landowner Ref W63 comments

Supportive comments	No comments.
Opposing comments or concerns	- Landowner has advanced development proposals for the Land which is being promoted as part of a proposed strategic high-quality production and logistics business park providing 4,500-6,500 jobs. A significant proportion of the Land is identified for permanent compulsory acquisition in the Scheme design. This is predominantly for the purpose of creating borrow pits which the landowner is concerned may sterilise parts of the development site. - Location of the proposed attenuation pond would prevent future access from the roundabout to the site.
Neutral comments	- Clarification of the type of materials that will be stored in the borrow pits and the plans for restoration of the site following completion of the Scheme. - Further details requested regarding location, layout and extent of compound. - Clarification on request for temporary acquisition of pond on site.
Suggestions	Landowner requests that land for borrow pits be taken temporarily rather than permanently. Landowner would consider the land being returned in a condition suitable for development rather than agricultural use.

	Request a minor adjustment to the location of the attenuation pond to allow for future access to site.

Table 7-57: Landowner Ref W52 comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	- Object to the inclusion of land within the proposed Order Limits due to opportunities for mineral extraction or residential development, increasing land value over agricultural land value. - Object to land being purchased permanently when unnecessary to be owned by Highways England post-construction. - Object to proximity of borrow pit to Chawston village in terms of noise, dust and construction traffic. - Objection to the closure of the side road access between School Lane and the north boundary carriageway of the A1. Concern raised regarding loss of alternative access for the farming operation. - Concern that detail on restoration of borrow pits will not be available until detailed design phase. - Concern that new alignment of Roxton Road will impact visibility and access.
Suggestions	No comments.

Table 7-58: Landowner Ref W64 comments

Supportive comments	- We look forward to engaging with you as our collective proposals develop. - We write in support of Highways England's proposals to improve the route to Expressway standard between the Black Cat roundabout and Caxton Gibbet in recognition that these highways improvements have the potential to improve the current road network within Great Barford and aides the delivery of strategic scale development in this key location within the Oxford-Cambridge corridor.
Opposing comments or concerns	No comments.
Neutral comments	Whilst our proposals are at a very early stage, we anticipate that the majority of travel to and from our site would be via the A421. Our transport consultants have identified that the current arrangement of the Black Cat roundabout represents an existing capacity constraint on the nearby Strategic Road Network, with significant queuing on the approaches to the junction at existing levels of traffic. These delays encourage users to seek alternate routes and increases the volume of through traffic 'rat-running' through the village of Great Barford which is not desirable from a highway, air quality or noise perspective.
Suggestions	No comments.

Table 7-59: CrossFit FearNaught comments

Supportive comments	No comments.
Opposing comments or concerns	A small gym business is run with local members, very close to the Caxton roundabout. Prolonged road closure could severely impact the business.
Neutral comments	Clarification of how businesses will be kept updated on closures and how the impact will be managed.
Suggestions	No comments.

Table 7-60: Croxton Park comments

Supportive comments	No comments.
Opposing comments or concerns	- Strongly object to the landscaping being removed between the new dual carriageway and Croxton. - Concerns around the lack of mitigation of green corridor, noise and air pollution and lack of cycle routes and footpaths. - Concerns regarding water quality – further detail sought on drainage plans. - Survey data previously agreed to be made available to determine the landscape design has not been made available.
Neutral comments	No comments.
Suggestions	Provision of a green corridor between Croxton Park and the new dual carriageway.

Table 7-61: Croxton Park Partnership comments

Supportive comments	No comments.
Opposing comments or concerns	- Concerns regarding the landscaping planned for north of Croxton village and the park. The park is of both historic and environmental significance to the county and the wider area. - Overall it appears therefore that there will be a significant visual, environmental and noise impact on Grade II* Registered Parkland, which is an asset of historic and environmental significance. - The water quality and drainage are also both areas of considerable concern. - Significant number of bats living in Croxton Park. Without sufficient landscaping measures, wildlife will be unable to use what should be a wildlife corridor to woodland north of the road.
Neutral comments	Greater clarity sought on what landscaping measures are planned to mitigate this, as well as data on how these has been decided and the results of environmental surveys undertaken on the land.
Suggestions	No comments.

Table 7-62: Landowner Ref W9 comments

Supportive comments	No comments.
Opposing comments or	The original Scheme included a swathe of amenity landscaping to the west of the relief road as it passed around Chawston and connected to the eastern

concerns	end of The Lane in Wyboston. In the reviewed Scheme this buffer has been removed. This is a very disappointing change to the Scheme and has led to our objection. Adverse impacts on the amenity of local residents and a lost opportunity to offer mitigating landscaping to offset the loss of established trees and hedgerows in the locality removed to facilitate the relief road.
Neutral comments	No comments.
Suggestions	No comments.

Table 7-63: Gleneden Plant Sales Ltd comments

Supportive comments	We would like to say how well the event has been conducted and the high level of information that has been made available.
Opposing comments or concerns	Significant changes to the land had been made without direct correspondence with landowner. Instead landowner received notification of the proposed changes, which materially affect the land, via a general consultation.
Neutral comments	Clarification requested regarding the timeframe for and length of the temporary ownership of portions of the land as well as discussions regarding compensation.
Suggestions	Regular communication to all involved landowners to enable discussion prior to the formal consultation and representations stage.

Table 7-64: Landowner Ref W20 comments

Supportive comments	No comments.
Opposing comments or concerns	- Concerned about dust pollution from the borrow pit onto the three acres of greenhouses on the property which grow high value crops needing clean glass to comply with food standards. - One of the fields is planned to be used as one of the borrow pits. Concern regarding the volume and size of construction vehicles. - Concern regarding welfare of horses stabled on site. - Concern regarding close proximity of construction traffic to a high pressure gas main ten meters from boundary of property.
Neutral comments	No comments.
Suggestions	No comments.

Table 7-65: Landowner Ref W54 comments

Supportive comments	The use of land as borrow pits for the extraction of material to be used in the construction of embankments to support the new dual carriageway is supported in principle, in recognition of the environmental benefits that will accrue from sourcing construction material from land adjacent to the construction site.
Opposing comments or concerns	No comments.
Neutral comments	Land interests adjoin both borrow pit sites on either side of Ermine Street South and are being promoted for residential use through the review of the

	emerging development plan.
Suggestions	The extraction and restoration plans should be developed with the future development potential of these areas and of the adjoining land in mind and those with land interests affected both directly and indirectly by the current proposals should be engaged with when detailed plans are produced.

Table 7-66: Landowner Ref W10 comments

Supportive comments	In favour of the proposed route in principle.
Opposing comments or concerns	Concerns relating to air pollution to both Tithe Farm and Wintringham cottages which are very close to the proposed road. Access to this information is important.
Neutral comments	- Confirmation around the mitigation for both air and light pollution. - A significant area to the north of the junction will be acquired for temporary use. Confirmation sought on what this land will be used for
Suggestions	No comments.

Table 7-67: Landowner Ref W75 comments

Supportive comments	No comments.
Opposing comments or concerns	- Recently secured land for residential development off School Lane Roxton in the recently adopted Bedford Borough Local Plan now promoting a second phase of development. The second phase of development is being promoted through the current replacement Local Plan consultation. The development proposals will be severely impacted by the Compulsory Purchase of School Lane, Roxton because vehicular access would no longer be possible to School Lane (i.e. the adopted highway network). - There may also be implications for the first phase of development which is already allocated for residential development of up to 50 homes.
Neutral comments	No comments.
Suggestions	Request to reconsider the proposal to Compulsory Purchase School Lane, Roxton and request a meeting to discuss the matter.

Table 7-68: Landowner Ref W11 comments

Supportive comments	No comments.
Opposing comments or concerns	- The addition of the borrow pit, which is located almost entirely on the land owned, is disappointing as it is good quality agricultural land. Question over the need for the borrow pit given the location of several quarries close to the Scheme and the presence of the gas main across the property which will limit the area from which material can be extracted. - Land is shown as being acquired by permanent acquisition but the consultation documents comment that the land will be reinstated as far as possible at the end of the Scheme. Object to the permanent land acquisition. - The land taken for earth barriers will mean the loss of agricultural land. - A significant area will be subject to permanent access rights but the consultation does not make it clear what these rights will be reserved for.
Neutral	Clarification sought regarding whether the loss of access from existing will

comments	require more land take to provide a replacement roadway.
Suggestions	• Access to land at Roxton Road, which will be from the new dual carriageway to Kelpie Marina, in the current Scheme drawings does not appear to be adequate when compared with the access on the opposite side of the road which goes to Roxton Garden Centre. Request that this access is redesigned and moved further from the Roxton Road junction. • Suggest a temporary land acquisition regarding land required for borrow pit. • A triangular shape of the landscaping at the south of the parcel leaves a corresponding triangle of land which will be of limited use in the future. Suggest a redesign of this landscaping, to allow a better shape of the unencumbered land to be returned to landowner • Access to neighbouring properties is provided from the new dual carriageway to each parcel of land so that the existing access track will no longer be required and the rights over it could be extinguished.

Table 7-69: Taylor Wimpey UK Limited comments

Supportive comments	• Highways England's improvements are programmed to open to traffic in 2025/6 and will support this strategic opportunity.
Opposing comments or concerns	No comments.
Neutral comments	• Taylor Wimpey are promoting land on behalf of a consortium of landowners for a strategic garden village development comprising a mix of residential dwellings, secondary and primary schools and local shopping facilities and public open space.
Suggestions	• Request to engage with Highways England regarding the opportunities to expand the scope of the works, to include a further section of local road that would provide a new connection between Colesden Road and the proposed new roundabout on Roxton Road, supporting access to the strategic proposals seeking to bring forward. A suggested extension of the DCO limits to facilitate a connection to the A1/A421/A428 (Black Cat) junction via Roxton Road and Barford Road, is illustrated in an attached plan.

Table 7-70: Landowner Ref W15 comments

Supportive comments	No comments.
Opposing comments or concerns	• A strong objection to the proposed Order as the closing of the existing egress and its replacement with a minor service road will fundamentally affect the roadside business operated at this location. The service station relies on passing traffic and ease of access to its facilities, both of which will be severely affected by the proposals.
Neutral comments	No comments.
Suggestions	No comments.

Summary of responses to the supplementary consultation from Section 47 non-prescribed bodies

Table 7-71: Bedfordshire Bird Club comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	• A comprehensive set of ecological surveys (habitats, sites of ecological significance, and protected species) should have been carried out by a team of experienced and suitably qualified ecologists. • The Scheme will impact on a significant area of land. Therefore, a comprehensive set of biological data, covering nationally designated sites, local wildlife sites, protected species, important (BAP) habitats and important (BA) species. The data should have been obtained from the Bedfordshire Biodiversity Recording and Monitoring Centre.

Table 7-72: Bedford Borough Council Councillor comments

Supportive comments	• In principle we support the proposed borrow pits as this will reduce HGV traffic. However, we do not support the long-term use of these borrow pits.
Opposing comments or concerns	• Our current stance regarding the Scheme in general is that we object to a potential acquisition by CPO or other means of the Borough's land to the south of the new dual carriageway. The use of the land as tree planting, significantly undervalues the potential development prospects and value of the land. We are of the opinion that this land is suitable for roadside and distribution depot re-development. Being former quarry land, it is effectively brownfield land on which planning would readily be obtained. We had earmarked this land for such re-development once the quarry finishes irrespective of the Scheme. • The latest consultation maps in relation to the land the subject of the Enforcement notice re Chawston Lorry Park indicate that the works will involve building a new road parallel to the A1 north that links to Chawston Lane to the north. This will impact the enforcement site by: 1. Reducing the depth of the site by approximately 50% during the construction period. When completed the depth of the site may be reduced by approx. 20% (difficult to compare proposed with present base alignment) 2. Permanently removing the existing vehicular access point (which is shared with the adjacent approved plant hire yard occupied by Gill Plant hire Ltd) 3. Providing as part of the highway works a new vehicular access further to the south (near the existing petrol filling station) near the line of the public footpath. 4. The neighbouring Gill Plant hire Ltd site appears to have a new vehicular access further to the north than the existing shared access point. • To provide the new vehicular access with an acceptable gradient and the associated highway drainage works will involve cutting into and removing a significant volume of the imported inert waste/soils.
Neutral	• The Council will work with Highways England to agree suitable terms for land

comments	take.
Suggestions	No comments.

Table 7-73: Bridleway Campaign comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	□ Suggested change for a bridleway from Wyboston.

Table 7-74: Butterfly Conservation comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	□ Please include protection of Elm trees during the construction of the Scheme.

Table 7-75: Cambridge Cycle Group comments

Supportive comments	• Supportive of the Scheme.
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	• Cambridge Cycle Group must be consulted about all cycle works. • Ensure cyclists have priority at all crossings. • Complete all cycle work before any road changes. • The Scheme should implement 4m wide segregated cycle lanes • Do not close any cycle routes at any time or provide any temporary cycle facilities.

Table 7-76: Cambridge, Cycling UK comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	• Item 66 reroutes the cycle track around the eastern sides of the roundabouts, resulting in a crossing over the A1198 north of the roundabouts, which is likely

	to have high enough levels of traffic to justify a grade separated crossing. • If the proposals above could not be provided, a two-stage crossing using an island large enough to accommodate cyclists and trailers should be considered.

Table 7-77: Great Ouse Boating Associate comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	• The new river crossing proposed as part of the Scheme seems to offer the opportunity for us to provide 'wild-moorings' along the stretch of river between St Neots and Great Barford. This would require little to no intervention at the river bank, meaning no bank enforcement.

Table 7-78: National Farmers Union (NFU) comments

Supportive comments	No comments.
Opposing comments or concerns	• Concerns regarding the extent of land returned to landowners post construction • Concern regarding the extent of land acquired to create areas of habitat mitigation. • Concerns regarding land access routes being severed by the works and access onto the new dual carriageway.
Neutral comments	• The NFU would like to see greater detail regarding the volume and type of material required from each borrow pit highlighted on the maps. • Further detail is required as to the proposed depth of the excavations across the borrow pit sites. • Clarification is needed on whether Highways England intend to return areas taken for borrow pits back to the areas for agricultural use, or whether they will be expecting landowners to carry out any management responsibilities on the land. • Clarification is needed as to whether Highways England intend to take land acquired for the new flood storage areas, as floodplain compensation land on a temporary or permanent basis. • The NFU would like clarification on the extent of land that is required for flood compensation. • Confirmation sought regarding whether the land taken for flood compensation will remain available for arable production or will there be restriction on use. • The NFU would expect Highways England to only be aiming to achieve no net loss in habitat. Confirmation sought on which areas of habitat mitigation are being lost and which areas are proposed for replacement habitat mitigation. • Confirmation sought regarding how road and field drainage will be treated and reinstated during and post construction. • Confirmation sought regarding how soils will be sorted and kept clean during construction. • Further explanation is required to detail why the proposed stretch of new rights of way from No.6 along a new access road to the east side of Chawston

	and the routes running south west to north east along the south side of the road which a grassland area, are needed. Clarification is needed on the use of the new dual carriageway and whether it will accommodate all traffic including agricultural vehicles.
Suggestions	- It is essential agricultural vehicles are not excluded from using main traffic routes in the area, as they provide a safer way of travelling between fields and farms. - Details must be provided on how soil will be reinstated for agricultural use and what aftercare plans will be implemented. The NFU expects this detail in the Environmental Impact Assessment and in the Code of Construction agreed within the DCO. - Confirmation sought as to whether land taken to create borrow pits can be taken on a temporary basis and returned post-construction. - The NFU strongly believes that land taken for both permanent and temporary use should be kept to a minimum. - The NFU would like to see all alternative options considered in the area; for example, any working quarries which could provide the material required to build the road and why these alternative. All alternatives should be considered thoroughly before land is included within the Order Limits to create borrow pits and take land out of agricultural production. - Where land is taken either permanently or temporarily, it is important that measures and accommodation works are put in place to keep the impact to a minimum. Detailed accommodation works must be agreed now with landowners. - The NFU believe that more consultation should be undertaken with landowners and the NFU to explain why for the Scheme land needs to be taken on a permanent basis rather than under temporary powers. - Voluntary agreements should be considered to facilitate situations where landowners would like to retain their land. This would enable land to be taken on a temporary basis, reduce unnecessary transactions and the use of the Crichel Down Rules. - Works including fences, hedges to be planted, gateways to be created, access tracks, field drainage and water supplies should be communicated to landowners and agreed upon at the earliest opportunity as well as the arrangement for maintenance and costs of future maintenance. - The NFU has particular wording that covers how field drainage should be dealt with and expects Highways England to include this wording in the Outline Code of Construction.

Table 7-79: Seddington Nursery comments

Supportive comments	The Scheme will benefit east/west traffic.
Opposing comments or concerns	- Sandy is currently subject to considerable congestion at from the A1 at peak times, resulting in Sandy already being a 'pinch point' for pollution. The Scheme will only exacerbate these issues at Sandy beyond acceptable levels. - Concerns regarding safety along the A1, with reduced space for cars and only one footbridge for pedestrian crossings
Neutral comments	No comments.
Suggestions	No comments.

Table 7-80: SG19 Road Safety Group comments

Supportive comments	No comments.
Opposing comments or concerns	• Object to the proposed Black Cat junction and its impact on Sandy and Beeston. • The outcome of the original consultation, regarding the proposals for the Black Cat junction, is flawed. • Concerns regarding a study produced by the Greater Cambridge Partnership, which indicates a potential increase in traffic on the A1, using the improved junction, exceeding what would otherwise be expected from 'natural growth'. • Major concerns about increased congestion and air pollution in an area (Sandy and Beeston) already with above average pollution persists. • The Scheme takes no account of the effects of likely increases in north/south traffic on the A1, particularly at Sandy and Beeston. • Congestion at the A1 Sandy roundabout will increase pollution for residents in that area as well as wasting fuel. • Concerns regarding pedestrian safety when trying to cross the roundabout at Sandy, which will be exacerbated by the increase in traffic flow subsequent of the changes proposed at the Black Cat junction. • Concerns regarding the proximity of the footpath southbound at Beeston to the nearside lane and the danger posed to pedestrians by the wash of air created by HGVs travelling 50 mph. • Concerns regarding the durability of the water main and main sewer running under the northbound carriageway, especially considering the weight of HGVs using the road and hitting the many manhole covers.
Neutral comments	No comments.
Suggestions	• Further work is needed to consider the integration of the proposed changes with a re-aligned A1, to give Sandy and Beeston the bypass needed. • Please consider a roundabout at the junction of New Road and the A1 as part of the Scheme.

Table 7-81: Swavesey & District Bridleway Associations comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	• Please consider a parallel Public Bridleway (WCH route for walkers, cyclists and equestrians), running the length of the A428.

Table 7-82: Tempsford Stuart Memorial Village Hall comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	• Confirmation sought that the area marked pink on the map does not encroach upon the eastern boundary of the Stuart Memorial Hall land, at the northern

	end of the hall. The area marked in pink encompasses the public footpath from the Station Road side of the village to the Hall. Confirmation sought that the footpath will remain open during construction works. • Confirmation sought that the main access road to the Stuart Memorial Hall, which is incorporated in area marked green for 'Temporary Acquisition' during construction works, will not be impeded or closed during the works.
Suggestions	No comments.

Table 7-83: The Bedford Group of Drainage Boards comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	• The Development Consent Order should include reference to the Bedfordshire and River Internal Drainage Board, the consenting process as outlined in Section 23 of the Land Drainage Act together with compliance with the Board' Byelaws. • A relevant payment schedule in relation to the consenting process should also be agreed in advance.

Table 7-84: The British Horse Society (Cambridgeshire) comments

Supportive comments	• The Scheme provides the opportunity for strategic, long-term advantageous benefits for walkers, cyclists and horse riders inclusion, at very little extra cost. • Changes to the proposed underpass (62 north west of Eltisley – Map 13) will improve access for those using the Pillar Plantation Bridleway and provide safer crossing of the new dual carriageway which is likely to lead to increased use of the bridleway. Construction of the larger underpass may result in limited increases in noise and emissions during construction.
Opposing comments or concerns	• We object to the Scheme until the proposals for equestrian access have been clarified. • As the underpass (at 62 north west Eltisley – Map 13) has been designed to accommodate a tributary of West Brook, there is increased potential for impacts on water quality.
Neutral comments	• Confirmation sought that the Pillar Plantation bridleway referred to is Bridleway 74/6 and provide detail on the crossing provisions being considered at this location. • Confirmation sought regarding which PRoW access is being proposed at Toseland Road Bridge. • Confirmation sought that the gradient of the bridleway at 56 east of Cambridge Road junction complies with BHS standards. • Confirmation sought regarding provision being considered for equestrians within the proposed PRoWs at Cambridge Road bridge. • Confirmation sought regarding the WCH provisions being considered at Potton Road.
Suggestions	• Clarification sought regarding the PRoW provisions being made for equestrians at the north and south Eltisley roundabouts. Confirmation sought as to whether there is an opportunity to link into a new bridleway alongside the de-trunked A428.

	• Request for clarification and amendment of the legend for drawing 1045 (right of way for horse riders) and drawing 1005 (cyclists and pedestrians) at Caxton Gibbet, which denotes the red route as simply a 'public right of way' and does not explicitly say who is entitled to use the public right of way. It is also unclear where this PRoW terminated eastwards. • We would like to be consulted on the detailed design of structures such as bridges and underpasses, to advise on best practice in terms of safety, for example. • No reference is made within the documents to the approved housing development Cambourne West which includes a peripheral bridleway linking into Cambourne and into the new development at Bourn Airfield and further afield to other villages. It is therefore essential that a safe equestrian crossing of the new Caxton Gibbet junction is incorporated into the design to offer access to riders from other settlements; and linked with a new bridleway alongside the de-trunked A428. • Suggestion to retain the existing potential of Footpath 278/9 and 278/7 (Map 11 – Toseland Road) to be upgraded to a bridleway and not create a lesser facility. Any bridge which is constructed must be available to other Active Travel modes of transport (i.e. cyclists and equestrians). • The maintenance / emergency route linking to the crossing on Footpath 59/1 (Map 11 – Toseland Road) should be upgraded to a WCH crossing. • 'Horses crossing' warning signs and rider operated signalised crossings should be considered as part of the Scheme. • The proposed development at Wintringham will likely increase the pressure on the PRoW networks, therefore we ask that you look to avoid and mitigate potential barriers and create Active Travel modes open to all.

Table 7-85: The British Horse Society (Bedfordshire) comments

Supportive comments	No comments.
Opposing comments or concerns	• Highways England has underestimated the desire of horse riders to use the bridge over the A428, Roxton Road, should it be designed to meet the safety requirements. • Concerns regarding the closure of other HGV routes into Wyboston from the A1 northbound and the subsequent impact on congestion and safety of the new dual carriageway. • Concerns regarding a lack of access for horse riders living on the west side of the A1 to the existing A428.
Neutral comments	• We would like to see the Scheme being used as an opportunity to improve the equestrian access, which is currently lacking in the vicinity of Wyboston.
Suggestions	• The bridge over the A428, Roxton Road should be designed to equestrian standards, with horses separated from the increased levels of HGVs and parapets of appropriate height being installed alongside the bridleway. • The 'shared footway/cycle paths' shown in red on maps 1 and 2 of the Updated General Arrangement Plans should be upgraded to bridleway status. • Appropriate bridge parapets should be used as an alternative roundabout route, as Rule 55 of the Highways Code states that riders should avoid roundabouts wherever possible. • The gantry to be built alongside Bridleway 6, must be designed to ensure that it does not present a hazard to the legitimate users of the bridleway. • Speed limits should be imposed on the country lanes which may be used by diverted traffic during construction. • The provision of a parallel public bridleway running the length of the new dual

	carriageway should include an underpass of the A1 to enable this new bridleway to be accessible by the WCH community from Bedfordshire villages.

Table 7-86: The Milestone Society comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	• Please ensure due care is taken of the mile post at Caxton Gibbet when removing and storing during construction works. • Consider re-siting the mile post on the local access road immediately to the north of the eastbound off-slip at Caxton Gibbet, where it would be closer to its original location and safer from vehicle impacts.

Table 7-87: Wyboston and Roxton bridleway / BHS comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	• The current road networks are unsafe for horse riders, subsequent to rat running caused by the existing Black Cat junction and A1.
Suggestions	• Please consider providing a safe bridleway off the main roads, to improve the safety of Wyboston horse riders.

Table 7-88: Wyboston and Roxton Bridleway Group comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	• The current road networks around Wyboston are not safe for horse riders.
Suggestions	• Please consider safer provisions for horse riders. • Please consider upgrading the proposed cycle way to a BOAT.

8 How Highways England has had regard to the matters raised in the responses to the supplementary consultation

8.1 Structure of chapter

- 8.1.1 This chapter presents the matters arising from the supplementary consultation by theme and how Highways England has had regard to these comments in accordance with s49 of the PA 2008. As explained in paragraph 8.2.4, Appendix V (Part 1) identifies who raised each matter.
- 8.1.2 The chapter ends with an overview of changes to the Scheme following the supplementary consultation (**Table 8-15**).

8.2 Summary tables

- 8.2.1 This section of this chapter sets out Highways England's responses to the matters raised, which have been organised by theme.
- 8.2.2 Under each theme, **Tables 8-1 to 8-14** are used to:
- summarise the comments received
 - show who made the comment, by consultee strand
 - provide Highways England's response to each of the matters raised
 - indicate whether the matter led to a change in the Scheme proposals.
- 8.2.3 In the 'Change (Y/N)' column in the subsequent tables:
- Yes ('Y') is used for any changes, developments or additions to the Scheme proposals that have been made since the statutory consultation taking into consideration the feedback from the consultation. Some of these changes may have been made due to the results of environmental assessments and design development but were also requested in consultation responses.
 - No ('N') is used for:
 - A suggested/requested change that has not been adopted
 - A comment that did not request a change
 - Where information on design specifics were not presented at consultation, because the work is part of the detailed design process, but people still provided comments on the matters.

- 8.2.4 Part 1 of Appendix V provides the full set of individual responses received to the supplementary consultation and sets out how Highways England has had regard to these responses, in addition to whether a change to the Scheme has been made as a result. It provides details of the individual comments raised by consultees by reference to those who make the comments, broken down by consultee strand as per the Planning Inspectorate's Advice Note Fourteen. Comments from s42(1)(a), (b) and (d) consultees are listed verbatim and organised by themes. Comments from s47 consultees are reported in summary with similar comments pooled together, however all issues have been detailed and responded to. Statutory consultees and organisations are named in Appendix V (Part 1) so it is clear which consultees raised specific matters. The identities of private individuals (s42(1)(d) land interests and s47 consultees) are not included for data protection purposes; land interests have been assigned a unique code. Similarly, responses have been anonymised where necessary to protect personal information (in accordance with the General Data Protection Regulations).

8.3 Theme: General sentiment

8.3.1 **Table 8-1** summarises the matters raised in relation to the Scheme which have been categorised under a 'General' theme. This includes overall support for the Scheme, comments made in opposition to the Scheme, and views on the connectivity of the Scheme to the wider transport network.

Table 8-1: Summary of consultee comments on general sentiment toward the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Overall support for the Scheme	Support/strongly support/ general positive comment on Scheme-wide design.		x		x	N	Comment noted.
Overall support for the Scheme changes	Support/strongly support/ general positive comment on Scheme changes.	x			x	N	Comment noted.
Overall opposition to the Scheme	The Scheme is not needed and is not a good use of public money.				x	N	The need for the Scheme and support for the Scheme in national and local policy and plans is provided in the Case for the Scheme and National Policy Statement [TR010044/APP/7.1] . In summary, the existing A428 carries twice the traffic it was designed to, suffers from daily congestion and delays are in the top 20% nationwide. Currently, over 22,000 vehicles travel the route daily and this is forecast to grow. The Scheme is required to support future housing growth and the future traffic demands of the area.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Compensation available to Roxton	Please could you advise on any funding available to Roxton village as compensation for the disruption caused as a result of the Scheme.				x	N	Highways England pays compensation in accordance with the Compensation code. This is typically based on quantifiable losses. Highways England is continuing to engage with affected landowners, more information around compensation can be found at the link below. Compensation to Business Owners and Occupiers - https://www.gov.uk/government/publications/compulsory-purchase-and-compensation-booklet-2-compensation-to-business-owners-and-occupiers Details of mitigation measures designed to minimize disruption to villages in proximity to the Scheme are detailed in Chapter 12, Population and human health of the Environmental Statement [TR010044/APP/6.1] which describes the outcomes of the assessment. The Outline Construction Traffic Management Plan OCTMP [TR010044/APP/7.4] includes the measures Highways England will take to work with other stakeholders in the locality to coordinate traffic management activities during the construction period, including providing details of the permitted and prohibited routes for construction traffic. Only routes which are suitable for construction traffic will be used.
Improved connectivity and journey	The Scheme is needed to improve east west connectivity, reduce	x	x		x	N	Comment noted.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
times	congestion in local areas and improve overall journey times.						
Integration with other infrastructure schemes	The Scheme should work with East West Rail and other local infrastructure projects as part of an integrated, multi-modal approach to developing and improving the transport infrastructure within Bedfordshire and Cambridgeshire (to strengthen the Oxford to Cambridge Arc).	x	x	x	x	N	East West Rail announced their preferred route corridor for the section between Bedford and Cambridge in 2019. The specific alignment for this section is still being defined. East West Rail intend to consult on their preferred option in 2021. Highways England has continued to engage with East West Rail, and information has been shared as appropriate. However, the projects are independent of each other, and this Scheme is subject to a separate consent (under the Development Consent Order process). Given the East West Rail Scheme is at an early stage of development, it is not appropriate for this Scheme to make specific provision for any new infrastructure which may be required as part of the East West Rail scheme. We will continue to work with East West Rail and local stakeholders to ensure that the planning and delivery of these transformative projects is coordinated where appropriate.
Scheme programme	The Scheme is taking too long/ Please complete this Scheme as soon as possible.				x	N	Highways England is very keen to bring this Scheme into operation and is working to progress things as quickly as is possible within the statutory framework which must be followed in order to gain planning consent.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Sustainability of the Scheme	Investment should be focused on more sustainable transport schemes.				x	N	Highways England has a statutory duty to operate and maintain the strategic road network for all road users, including public transport. The delivery of this Scheme will improve east west connectivity, journey times and will enable further economic growth in the area.

8.4 Theme: Consultation

8.4.1 **Table 8-2** summarises the matters raised in relation to the consultation process for the Scheme.

Table 8-2: Summary of consultee comments on the consultation process for the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Consultation regarding purchase orders	When do Highways England plan on completing the compulsory/temporary purchase orders of the required land and when will landowners be consulted?			x		N	Highways England has a statutory duty to purchase land by consent wherever possible and have already written to Landowners to begin negotiations. These discussions will not conclude prior to DCO submission and the application will therefore seek Compulsory purchase powers. If granted these will be exercised following DCO consent. Landowners meetings began in 2017 and will continue through the development of the Scheme.
Consultation for Sandy and Beeston	The consultation periods have excluded residents of Sandy and Beeston, which is a concern considering the potential impacts of the proposed Scheme on these villages.				x	N	The primary consultation zone was determined prior to statutory consultation through the Statement of Community Consultation upon which the host local authorities were consulted. The area includes the key towns and villages in proximity to the Scheme, and c. 28000 addresses were included within its reach. Although the traffic assessment considers the effects on Sandy roundabout this is not part of the Scheme.
Early consultation	Please ensure all relevant landowners are consulted		x			N	Accommodation works including boundary treatments are to be agreed with affected

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	with regarding boundary treatments prior to construction.						landowners at detailed design.
Fees for legal representation	Please advise the process of objecting to the proposals and the process of fees for expert and legal representations.			x		N	Once the Scheme is accepted for Examination by the Planning Inspectorate, all affected land interests will be notified by Highways England who will provide details about how to register and become an Interested Party. This will allow you to have your say on the Scheme. As an Interested Party you will receive formal notifications during the Examination process and have the opportunity to attend and speak at the Preliminary Meeting or hearings. Any member of the public, business or group can register to participate in the Examination. Reasonable fees will be considered as part of compensation claims for affected land interests. Further information can be found at: https://www.gov.uk/government/publications/your-property-and-compulsory-purchase-by-highways-england
Lack of supplementary consultation	There has been inadequate opportunities for discussion and engagement within the supplementary consultation.	x		x	x	N	All the information was contained in the plans and explanatory notes. The original drawings from the 2019 statutory consultation were available via links which would have allowed comparisons to

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	The virtual consultation has not provided easily accessible information. Please consider an extension period.						be made. The virtual consultation was novel and was felt to be a sensible means of communicating the changes in the difficult and challenging circumstances surrounding the COVID-19 pandemic. Telephone engagement sessions were also made available.
Scheme website	The Highways England website is quite difficult to navigate and access information from consultation documents, i.e. map books. Please consider other, more advanced digital platforms to present consultation information.				x	N	Comment noted. Highways England introduced a virtual consulting room for supplementary consultation which ran from 24 June 2020 to 28 July 2020. This presented map books and consultation material in a virtual environment designed to replicate physical events. This material remains on our webpages for reference purposes.
Use of social media	Greater social media usage would improve existing engagement and information regarding construction works.				x	N	Highways England project team are committed to providing accurate, advanced notification of road closures that are required for the construction of the Scheme, to empower customers to make informed decisions about their journeys. A Customer liaison officer will be appointed at the outset of construction period to provide a point of contact for local residents and businesses.
Virtual supplementary	The virtual supplementary consultation was successful in providing all the necessary			x		N	Comment noted.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
consultation	information and engaging with relevant parties.						

8.5 Theme: Environmental impacts and proposed mitigation

8.5.1 **Table 8-3** summarises the matters raised in relation the potential environmental impacts and mitigation proposals for the Scheme.

Table 8-3: Summary of consultee comments on the potential environmental impacts and mitigation proposals for the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Accommodation works	Accommodation works will be required, such as drainage, hedging and fencing to mitigate the negative impact of this Scheme upon my property.	x		x	x	N	Accommodation works including boundary treatments are to be finalised with affected landowners at detailed design.
Archaeological investigation	Please will you conduct archaeological Investigation as part of this Scheme. Please could you also advise the timing of these.			x		N	Since the statutory consultation we have continued to undertake archaeological evaluation, which has included geophysical surveys and extensive trial trenching. An Archaeological Mitigation Strategy [TR010044/APP/6.12] has been prepared for the Scheme, developed in consultation with the archaeological advisors from host local authorities, as well as with Historic England
Archaeological assessment	Aside from specific designated heritage assets we would expect the archaeological potential of	x				N	The Scheme has been subject to geophysical survey and evaluation excavation in all areas of the order limits where the land is suitable. The archaeological resource of the Scheme is

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	the areas proposed to be added to the Order Limits to be assessed using the approaches already being employed as part of the evaluation works, such as geophysical surveys and trial trench evaluation excavations.						well understood.
Archaeological impact mitigation	The Scheme should explore all opportunities to safeguard archaeological sites to further reduce impacts to archaeological resources. This includes alterations to the Development Boundary/Order Limits in order to manage the change to the historic environment brought about by the Scheme, in a way that will achieve long-term preservation of archaeological sites.		x			N	Highways England will continue to work with Local Curators to ensure appropriate treatment of archaeological assets during the development of the Scheme. There remains a statutory duty to ensure that the order limits include only land necessary for the delivery of the Scheme.
Archaeological artefacts	A large number of archaeological artefacts		x			N	Comment noted. The heritage assessment reported in Chapter 6, Cultural heritage of

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		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	have been discovered in Cambridge Fields 51-100. Further definition of the character, form, significance and connections of these sites will be possible after the evaluation results have been fully reported.						the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the affected sites.
Drainage	Concerned about the impact the Scheme will have on drainage. Please provide further details on drainage of the road and surrounding land.	x		x	x	N	Drainage of the new dual carriageway and the impact of this has been taken into account. Further information can be found within Chapter 13, Road drainage and the water environment of the Environmental Statement [TR010044/APP/6.1] which describes the assessment on Road Drainage and the Water Environment.
Drainage	Please provide further details on how issues such as land drainage and how reinstatement will be managed as the land is currently well drained to the existing ditches which are to be realigned during the Scheme (said by many landowners).			x		N	It is expected that any existing land drainage severed by the Scheme will drain into proposed cut-off drainage ditches or reasonable alternative arrangement to be agreed with the landowner. Any land drains damaged as a result of the works will be repaired to the reasonable satisfaction of the affected landowner. The Drainage Strategy is included in Appendix 13.3 of the Environmental Statement [TR010044/APP/6.3]. This

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							describes management of operational drainage. The First Iteration Environmental Management Plan [TR010044/APP/6.8] describes how construction drainage will be dealt with, including measures to control surface water and groundwater.
Land take for drainage purpose	Land taken for drainage purposes should be justified in full and appropriate arrangements for the continuation of existing drainage schemes implemented where possible; to reduce the impact of draining remaining land.			x		N	The Drainage Strategy is included in Appendix 13.3 of the Environmental Statement [TR010044/APP/6.3]. This describes management of operational drainage. The First Iteration Environmental Management Plan [TR010044/APP/6.8] describes how construction drainage will be dealt with, including measures to control surface water and groundwater.
Land take for drainage	Justification needs to be provided for the location of land take for drainage.			x		N	Detailed information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1]. In line with standards the Scheme is required to include a robust drainage regime. The Drainage Strategy is included in Appendix 13.3 of the Environmental Statement [TR010044/APP/6.3]. This describes management of operational drainage.

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Environmental mitigation strategies	The renewed focus on mitigating environmental impacts is very welcome.		x			N	Comment noted.
Environmental impacts at Croxton and Croxton Park	Concerned about noise pollution and the Scheme's environmental impact on Croxton and Croxton Park.				x	N	The Scheme alignment is sufficiently distanced from the village of Croxton that no significant adverse effects have been predicted as part the Scheme Assessment. The Environmental Statement [TR010044/APP/6.1] presents the predicted effects of the Scheme upon landscape and tranquility, noise, air quality, water, heritage and wildlife, and describes associated mitigation.
Environmental impacts and mitigation measures at Cambourne	Concerned about environmental impacts, including noise and air/dust pollution on the Cambourne area and its nature reserve. Please outline the mitigation measures which are being considered as part of the Construction and Operational Phase.				x	N	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the noise impacts likely to occur at properties to the west of Camborne due to the Scheme. The assessment has also identified mitigation required to control and/or minimise noise at residential and other noise sensitive properties along the route, which includes the provision of low noise surfacing materials on the new dual carriageway. Information regarding air quality can be found

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							within Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1] which includes detailed assessments of the environmental effects of the Scheme relating to Air Quality. At Cambourne, the largest (non-significant) increase in NO2 concentration is +1.1 µg/m3. This increase is caused by the additional traffic (approximately 12,000 vehicles) on the existing A428 in this location due to the Scheme, and results in a concentration of 14.9 µg/m3, which remains very low. The assessment identifies a number of mitigation measures which will be implemented.
Flood compensation areas	Please provide justification for the flood plain compensation areas, including sufficient information to demonstrate any loss of flood plain storage associated with the Scheme is directly accounted for elsewhere in the Scheme.	x				N	All of the watercourses in the area have been considered as part of the Scheme design to check that the Scheme does not have an adverse impact. Where an adverse impact has been identified then measures such as flood plain compensation have been included e.g. at the River Great Ouse. Further information regarding the management of operational drainage can be found in the Drainage Strategy, at Appendix 13.3 of the Environmental Statement [TR010044/APP/6.3].

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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Flood compensation areas	Please provide greater detail on flood compensation areas, including details of the levels that will be created, maintenance thereof and restrictions on use.			x		N	The Drainage Strategy is included in Appendix 13.3 of the Environmental Statement [TR010044/APP/6.3]. This describes management of operational drainage. The First Iteration Environmental Management Plan [TR010044/APP/6.8] describes how construction drainage will be dealt with, including measures to control surface water and groundwater.
Flood compensation areas	The entirety of the land is required for flood mitigation, landscaping and providing access to neighbouring land. Please consider alternative flood compensation areas closer to South Brook watercourse, which would allow the landowner to retain some of this land.			x		N	The flood compensation area is required as a result of widening and realigning the A1 northbound carriageway, which reduces the natural flood storage of South Brook. For the compensation storage to be effective it must be located as close as possible to the area of flood storage that has been lost. Since the supplementary consultation Highways England has continued to liaise with all affected landowners with regard to the flood model produced for the Scheme, and the resultant specified areas for flood storage. All areas identified for flood compensation will be acquired on a permanent basis by Highways England to ensure that they are maintained. Flood mitigation chosen for the Scheme is based on the optimum location to mitigate flood impacts. Further details regarding how the mitigation strategies were calculated and

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							developed can be found in The Flood Risk Assessment is included as Appendix 13.4 of the Environmental Statement [TR010044/APP/6.3].
Land acquisition for Flood compensation	How will agricultural land being used as flood compensation areas change?				x	N	The volume of land required for flood mitigation is determined by the results of flood modelling and is agreed in conjunction with the Environment Agency. More information can be found within Chapter 13, Road drainage and the water environment of the Environmental Statement [TR010044/APP/6.1] which describes the assessment on Road Drainage and the Water Environment. It is expected that areas of environmental mitigation will remain the responsibility of the relevant highways authority. Highways England will continue to engage with landowners around the future use of land designated for flood compensation for agricultural purposes.
Flood mitigation	Concerned about the need for flood mitigation on individual land ownerships.			x		N	Detailed information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1]. The Drainage Strategy is included in Appendix 13.3 of the Environmental Statement [TR010044/APP/6.3]. This describes management of operational drainage. The First Iteration Environmental

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							Management Plan [TR010044/APP/6.8] describes how construction drainage will be dealt with, including measures to control surface water and groundwater.
Flood risk mitigation - Scheme resilience to significant storms	How resilient is the water balancing scheme in the event of significant storms? This is increasingly important because of changing weather patterns and more frequent '100 year storms'.			x		N	All of the assessments and measures that are to be implemented include an allowance for an increase in rainfall due to climate change. More information can be found in the Flood Risk Assessment and Drainage Strategy included in Appendix 13.4 and Appendix 13.3 of the Environmental Statement [TR010044/APP/6.3].
Flood risk at Bourn Brook	Concerned about increased risk of flooding at Bourn Brook.				x	N	All of the watercourses in the area have been considered as part of the Scheme design to check that the Scheme does not have an adverse impact. Where an adverse impact has been identified then measures such as flood plain compensation have been included e.g. at the River Great Ouse. The Scheme drainage has been designed to include ponds to store highway runoff and allow it to be released into local watercourses at a rate that mimics the existing greenfield runoff rates. All of the assessments and measures that are to be implemented include an allowance for an increase in rainfall due to climate change.

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							More information can be found in the Flood Risk Assessment and Drainage Strategy included in Appendix 13.4 and Appendix 13.3 of the Environmental Statement [TR010044/APP/6.3].
Health assessment standards - Population and health	We recommend the health chapter of the Environmental Statement follows the updated requirements for assessing and reporting the effect on population and human health from construction, operation and maintenance of highways projects as described in the Design Manual for Roads and Bridges (DMRB) Sustainability and Environment Appraisal, 'LA112; Population and Human Health'	x				N	These comments have been noted and have been considered when preparing the Population and Health Chapter within Chapter 12, Population and human health of the Environmental Statement [TR010044/APP/6.1], as well as considered for the Equality Impact Assessment [TR010044/APP/7.5].
Heritage - Black Cat sign	Please retain the Black Cat sign and ensure it remains visible once this development is complete.				x	N	The existing Black Cat sign located at the Black Cat roundabout will be removed, stored and reinstated at an appropriate location at the new Black Cat junction. For more details see the Archaeological Management Plan within

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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							the First Iteration Environmental Management Plan [TR010044/APP/6.8].
Heritage - milestones	Concerned about what will happen to the mileposts that lie within the Order Limits.				x	N	An assessment of the effect on all milestones (including non-designated assets) have been considered as part of Chapter 6, Cultural heritage of the Environmental Statement [TR010044/APP/6.1] which describes the assessment on Cultural Heritage. Proposals include for the removal (subject to listed building consent), storage and reinstatement of the milestones as close as possible to their initial location. Consultation has been undertaken with Historic England
Impacts of raised junctions	Concerned about the environmental impacts, including noise and air pollution, of the raised junction as opposed to an underpass.				x	N	Lowering the vertical alignment of the new dual carriageway (beneath the A1198) would be complex, would bring the road below the water table and would lead to the severance of an existing watercourse and would require a pumped solution with long term maintenance implications. The Environmental Statement [TR010044/APP/6.1] presents the predicted effects of the Scheme upon landscape and tranquility, noise, light pollution, air quality, water, heritage and wildlife.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Land contamination assessment	The applicant will have to carry out a land contamination risk assessment.		x			N	The land contamination risk assessment is reported in Chapter 9, Geology and soils of the Environmental Statement [TR010044/APP/6.1] which describes the assessment on Geology and Soils.
Light assessment	The applicant will have to carry out a light assessment.		x	x		N	Comment noted.
Lighting proposals	Concerned regarding the Scheme's lighting proposals and their impact. Please provide further details on these proposals.	x	x	x	x	N	Highways England has sought to minimise lighting where possible within the Scheme and only include where it is essential for safety reasons: this is principally at key junctions. The effects of both construction and operational lighting have been assessed within Landscape and Visual Impact assessment, and the Biodiversity assessment reported in Chapters 7 and 8 of the Environmental Statement [TR010044/APP/6.1] respectively.
Lighting impacts on wildlife Impacts of light pollution	Concerned about the impact of light pollution on foraging roots and wildlife.	x			x	N	The effects of lighting within the Scheme on biodiversity have been considered as part of the biodiversity assessment. More information can be found within Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1] .

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Noise impact at Papworth Everard	Concerned about the additional noise pollution which will be generated at Papworth Everard. Please confirm what mitigation measures are being considered.				x	N	Detailed noise impacts at properties in Papworth Everard have not been reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1], as significant adverse effects due to the Scheme at these properties were considered unlikely to occur. The assessment has also identified mitigation required to control and/or minimise noise at residential and other noise sensitive properties along the route in accordance with local and national noise policies. Noise mitigation measures includes the provision of low noise surfacing materials along the length of the Scheme.
Scheme Impact on Roxton village	Concerned about the Scheme's impact on the character of Roxton village.				x	Y	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] has identified a number of mitigation measures required to control noise and vibration at residential and other noise sensitive properties along the length of the Scheme, including Roxton in accordance with local and national noise policies. This includes an 800m long, 3m high noise bund alongside the westbound A421 between Roxton Road Bridge and the western extent of the Scheme which has been designed to mitigate the adverse impacts of

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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							the proposed Scheme following the concerns raised in the 2019 consultation. Low noise surfacing materials are also proposed along the length of the proposed Scheme

8.6 Theme: Air Quality

8.6.1 **Table 8-4** summarises the matters raised in relation to the potential air quality impacts of the Scheme.

Table 8-4: Summary of consultee comments on the potential air quality impacts of the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Air quality assessment	The applicant will need to carry out an air quality assessment.		x			N	Comment noted. More information can be found within Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1] which describes the assessment on Air Quality.
Air quality impacts and proposed mitigation	Concerned about the impacts on air quality as a result of the Scheme. Please outline the mitigation measures which are being considered as part of the Construction and Operational Phase.		x	x	x	N	The air quality effects of the Scheme during its construction and operation are presented in Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1] . Chapter 2, The Scheme of the Environmental Statement [TR010044/APP/6.1] presents the measures embedded into the design of the Scheme to mitigate effects on air quality.
Air quality impacts and mitigation strategies	Concerned about the dust generated by construction works and the impacts on air quality.	x		x	x	N	The First Iteration Environmental Management Plan [TR010044/APP/6.8] outlines the measures that the Principal Contractor will be required to develop and implement to mitigate construction-related dust and emissions. Measures will be in place to minimise this across the whole site.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Impact of increasing congestion	The current proposals will only exacerbate existing congestion and therefore negatively impact the air quality (Scheme wide).				x	N	The traffic modelling undertaken as part of the development of this Scheme demonstrates that the Scheme achieves its objective of keeping strategic traffic on the strategic road network, thereby reducing congestion on local roads, with environmental benefits. More information can be found in the Transport Assessment [TR010044/APP/7.2]. The air quality assessment is included in Chapter 5, Air Quality of the Environmental Statement [TR010044/APP/6.1].
Impact of increasing volume of HGVs	Concerned about the number of HGV using the proposed route and the subsequent impact on air quality and noise pollution.			x		N	Detailed air quality modelling has been undertaken as part of the Environmental Impact Assessment of the Scheme, which identifies and evaluates how changes in traffic flows will influence local air quality. The air quality assessment is included within Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1]. Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] reports the predicted construction and operational noise and vibration impacts of the Scheme. Where noise modelling has predicted adverse noise impacts from the Scheme as likely to occur, mitigation

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							measures have been identified to reduce noise impacts in accordance with local and national noise policies, for both the construction and operational phases.
Proximity of road to local villages and properties	Concerned about the proximity of the proposed road to local villages and properties and the subsequent impacts on air quality and health.			x	x	N	Detailed air quality modelling has been undertaken as part of the Environmental Impact Assessment of the Scheme, which identifies and evaluates how changes in traffic flows will influence local air quality. The air quality assessment is included within Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1].
Impact assessment and mitigation strategies at Roxton	Please provide a breakdown in the measures taken to mitigate the potential impacts on the air quality within the Roxton area?	x				N	The air quality assessment has considered the effects on air quality in Roxton, and due to the proximity of the village to the Scheme and the A421 and the A1 there are not expected to be any additional impacts as a result of the Scheme. Further information is presented in Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1].
Impact assessment and mitigation strategies at	Concerned about the congestion along the A1 at Sandy / Beeston and the impacts on air quality / pollution				x	N	The assessment the traffic impacts of the Scheme has included a capacity assessment of the traffic predicted to be using Sandy roundabout with and without the Scheme in

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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Sandy/Beeston	levels.						place. Traffic modelling predicts that there will be an adjustment of traffic flows at Sandy roundabout with the Scheme in place, with more traffic using the A1 - however it predicted that there will be a reduction in east west flows at Sandy. The detailed results are reported in the Transport Assessment Annex [TR010044/APP/7.3]. Detailed air quality modelling has been undertaken as part of the Environmental Impact Assessment of the Scheme, which identifies and evaluates how changes in traffic flows will influence local air quality. This modelling includes the A1 south of Black Cat junction through Sandy and within the extents of the AQMA, along roads where there are changes in traffic flows anticipated due to the Scheme. Receptors within and around the Air Quality Management Area at Sandy have been assessed. The changes in air quality on properties within this AQMA are no more than imperceptible and consequently no mitigation measures are proposed. The air quality assessment is included within Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1].
Impact assessment	Concerned about increased air pollution at Sandy and Buckden				x	N	Detailed air quality modelling has been undertaken as part of the Environmental

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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and mitigation strategies at Sandy/Buckden	as a result of the Scheme.						Impact Assessment of the Scheme, which identifies and evaluates how changes in traffic flows will influence local air quality. This modelling includes the A1 south of Black Cat junction through Sandy and within the extents of the AQMA, along roads where there are changes in traffic flows anticipated due to the Scheme. Receptors within and around the Air Quality Management Area at Sandy have been assessed. The changes in air quality on properties within this AQMA are no more than imperceptible and consequently no mitigation measures are proposed. The air quality assessment is included within Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1].
Carbon offsetting	Any opportunity for carbon offsetting should be considered to reduce emissions and prioritise air quality.		x		x	N	Chapter 14, Climate of the Environmental Statement [TR010044/APP/6.1] reports whether or not emissions are deemed to be significant in the context of the current UK carbon budgets, and presents the mitigation measures associated with climate. During the development of the Scheme, we will continue to review these mitigations and seek further opportunities to minimise carbon emissions as required by Design Manual for Roads and Bridges (DMRB) and in line with

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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							the net zero target.

8.7 Theme: Ecology and Biodiversity

8.7.1 **Table 8-5** summarises the matters raised in relation to the ecology and biodiversity concerns of the Scheme.

Table 8-5: Summary of consultee comments on the ecology and biodiversity concerns of the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Biodiversity Net Gain	Please provide details regarding how the Scheme will achieve biodiversity net gain, both protecting and enhancing biodiversity.		x		x	N	Based on the landscape and biodiversity measures incorporated into the design of the Scheme, calculations undertaken using Highways England's Biodiversity Net Gain metric confirm that a net gain of 20.5% will be achieved across the Scheme, when compared to the future baseline conditions. Appendix 8.19 of the Environmental Statement [TR010044/APP/6.3] provides full details of the approach to, and findings of the biodiversity net gain calculations.
Impacts on wildlife	Concerned that the Scheme will negatively impact local wildlife.				x	N	Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1] reports the approach to, and findings of, the Biodiversity assessment which has considered the effects that construction and operation of the Scheme will have on habitats and species.
Ecological surveys	A comprehensive set of ecological surveys, including habitats, sites of ecological significance and protected				x	N	Data on local biodiversity has been collected and considered as part of the development of the biodiversity assessment. More information can be found within Chapter 8, Biodiversity

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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	species, should have been carried out by a team of experienced and suitably qualified ecologists.						of the Environmental Statement [TR010044/APP/6.1] which describes the assessment on Biodiversity. Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1] describes the assessment on Biodiversity and includes possible effects on habitats and species.
Protection of wildlife and habitats	Please provide details of the mitigation measures incorporated into the Scheme to protect and manage wildlife and their habitats.				x	N	Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1] describes the assessment on Biodiversity and includes possible effects on habitats and species. This is shown on Figure 2.4 Environmental Masterplan of the Environmental Statement [TR010044/APP/6.2].
Protection of protected species	The Scheme must give full consideration to protected species, protecting and enhancing these local populations where necessary.				x	N	Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1] describes the assessment on Biodiversity and includes possible effects on protected species. Where these have been identified specific mitigation has been proposed. These is shown on Figure 2.4 Environmental Masterplan of the Environmental Statement [TR010044/APP/6.2].
Impacts on aquatic species	Concerned that changes to watercourses will be to the				x	N	The detailed findings of the Biodiversity assessment are reported in Chapter 8 ,

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
and habitats	detriment of aquatic species and habitats. These changes should bring about positive change, helping restore them to Good Ecological Potential.						Biodiversity of the Environmental Statement [TR010044/APP/6.1], which covers both terrestrial and aquatic habitats and species.
Green infrastructure	Please provide detail on planting, barriers and further enhancement of green infrastructure incorporated as part of the Scheme.		x			N	The proposed landscape mitigation is described of the Environmental Statement [TR010044/APP/6.1]. In this part of the report, the Scheme is broken down into smaller sections to describe in detail the landscape features proposed, how they respond to the local landscape character and its functions.
Linking wildlife sites	Concerned that the Scheme will increase habitat loss and fragmentation.				x	N	The biodiversity surveys conducted on the Scheme spanned a 2-year period for the various species groups and habitats that were found to occur there. Ecological surveys have been undertaken within the appropriate seasonal windows, and include data gathered in the years 2019 and 2020. Phase 1 and Phase 2 surveys have been undertaken to establish the types of habitats and species that will be affected by construction and operation of the Scheme, as part of the Biodiversity assessment reported in Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1].

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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							The PEI Report presents a snapshot in time based on the information available at that point, since its publication we have continued to develop the Scheme and finalise the Environmental Impact Assessment, the outcomes of which are reported in the Environmental Statement [TR010044/APP/6.1].
Linking wildlife sites	Opportunities must be sought to connect and link Wildlife Sites via 'green corridors'. Wildlife sites should not become islands, or their boundaries be immediately encroached by development and 'buffer zones' should be designed into new developments to prevent this.			x	x	N	The design of the Scheme has been developed to maximise the opportunities for landscape integration and enhancement, as well as to mitigate its effects on the landscape and visual environment. Details of the measures incorporated into the Scheme and how these link into the existing framework of vegetation and habitats in the local area are provided in Chapter 2, The Scheme of the Environmental Statement [TR010044/APP/6.1], and are illustrated on Figure 2.4 Environmental Masterplan on of the Environmental Statement [TR010044/APP/6.2].
Linking wildlife sites	Concerned that long continuous lengths of concrete central reservations and acoustic fencing will cut wildlife off from their habitats				x	N	The use of a concrete central reserve barrier is mandatory for this type of road. It provides safety benefits by reducing the chance of cross-over type incidents, reduces the need for maintenance in the central reserve and as

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	and feeding grounds. Please use natural solutions or create gaps in these central reservations.						a result also decreases road closure delays following an incident. Across the Scheme, specific mammal ledges, underpasses and culverts will be installed to allow wildlife to cross the new dual carriageway. The biodiversity assessment is within Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1].
Lack of consultation	Concerned that there is no engagement or consultation with Wildlife Trust BCN or any local naturalists.				x	N	Highways England has engaged with local wildlife groups and this has informed the understanding of baseline conditions for biodiversity.
Biodiversity mitigation measures in Roxton	Please provide a breakdown in the measures taken to mitigate the potential impacts on the biodiversity within the Roxton area?	x			x	N	Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1] contains the impact assessment and identifies significant effects on biodiversity.
Ecological surveys at Croxton Park	It is important that detailed ecological survey work is undertaken to assess the impact of the proposed Scheme on Croxton Park County Wildlife Site, which is a non-statutory designated		x	x		N	Croxton Park County Wildlife Site is not expected to experience any adverse impacts to existing biodiversity as a result of the Scheme.

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		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	wildlife site of county importance. Any adverse impacts must be compensated against and any opportunities for biodiversity enhancement should be included as part of the Scheme.						
Landscape planting with native seeds	Please ensure that planting is done with native sourced seed, native grown plants and encourages native wildlife species through fruiting and diverse wildflower mixes.				x	N	Comment noted. Where possible the use of native planting is advocated. Substantial areas of native woodland, shrubs, hedgerows and grassland planting have been incorporated into the Scheme design, as shown on Figure 2.4 Environmental Masterplan of the Environmental Statement [TR010044/APP/6.2].
Landscape planting and habitat creation	Please consider protecting Elm Trees and establishing wildflower meadows as part of the Scheme, which support many species of moth and butterfly in the area.				x	N	The veteran Elm tree is at lat/long 52.214658,-0.239882 and is approximately 1400m north east of Parkers Farm. Realigning the new dual carriageway approximately 21m east at this location has had no impact on the distance between the Scheme at this point and this land holding. Where possible the use of native planting is advocated. Consideration has been given to the creation and integration of these habitats,

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							along with substantial areas of shrub, hedgerows and grassland planting which are incorporated into the Scheme. The location of these features is shown on Figure 2.4 Environmental Masterplan of the Environmental Statement [TR010044/APP/6.2].
Landscape strategy	Please provide details of any tree felling or fauna we are losing as a result of the Scheme.				x	N	Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1] contains the impact assessment and identifies significant effects. Loss of habitats is covered in Table 8-8, and the assessment concludes there will be a biodiversity net gain of 20.5%. This assessment of biodiversity net gain is used as an overall measure of the success and appropriateness of the mitigation and enhancement. Appendix 8.19 of the Environmental Statement [TR010044/APP/6.3] provides full details of the approach to, and findings of, the biodiversity net gain calculations.
Re-wilding landscape	Where the new bridge crosses the river Great Ouse due east of the Black Cat junction, please retain an area of river bank to be re-				x	N	Ecological surveys have been undertaken to understand what species exist in this location. Additional tree planting has been proposed around this location for the purpose of landscape mitigation to replace the lost

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	wilded post construction.						vegetation.
Impacts of soil alteration	Concerned that removing soil from the A421 will have a negative impact on the rich wildlife in the area.				x	N	Ecological surveys have been undertaken to understand what species exist within the Scheme area. More information can be found within Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1] which describes the assessment on Biodiversity
Ox-Cam Arc Local Natural Capital Plan	The outputs of the Ox-Cam Arc Local Natural Capital Plan (funded by HE) and local work in Bedfordshire and Cambridgeshire should be used to help inform the approach to reducing the impact on biodiversity.				x	N	The Scheme is separate from the Oxford – Cambridge arc. Chapter 2, The Scheme of the Environmental Statement [TR010044/APP/6.1] clarifies the relationship between the Scheme and the status of the Ox-Cam proposals. The Scheme will deliver an overall net gain in biodiversity within the Order Limits, as reported in Appendix 8.19 of the Environmental Statement [TR010044/APP/6.3]. However, as part of engagement for Legacy, we will be engaging with stakeholders to identify additional biodiversity net gain projects. Highways England has already invested £73,000 of Designated Funds to support development and appraisal of a wider biodiversity programme which will include opportunities beyond the Order Limits and scope, and opportunities that can be pursued in

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							partnership with others.
Integration with other schemes	Please provide detail regarding how the proposal integrates with the approved restoration scheme for Black Cat Quarry.				x	N	Highways England has liaised with the quarry operator and the Local Authority in this regard. The restoration of the quarry site is governed by a separate planning process which is not part of this Scheme
Flood storage	Proposed flood storage at Hen Brook should be designed to enhance the biodiversity of Hen Brook and the 'river' corridor.		x			N	As detailed in section 13.8 of Chapter 13, Road drainage and water environment of the Environmental Statement [TR010044/APP/6.1] , floodplain compensation is proposed across the Scheme, including at the River Great Ouse, Rockham Ditch, Begwary Brook, South Brook, Rectory Farm, Hen Brook, and Top Farm watercourse. The LLFA and IDBs will be consulted.

8.8 Theme: Landscape and Visuals

8.8.1 **Table 8-6** summarises the matters raised in relation to the potential landscape and visual impacts of the Scheme.

Table 8-6: Summary of consultee comments on the potential landscape and visual impacts of the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Landscaping planting and screening	Appropriate landscaping and bunding should be installed to reduce visual and noise impacts on residential areas.			x		N	A comprehensive assessment has been carried out by Highways England to identify the likely effects of the Scheme on existing landscape character and visual amenity. This can be found in Chapter 7, Landscape and visual effects of the Environmental Statement [TR010044/APP/6.1]. The proposed landscape mitigation can be viewed on Figure 2.4 Environmental Masterplan of the Environmental Statement [TR010044/APP/6.2].
Landscape planting and screening	Concerned about the lack of 'natural solutions', including landscaping and planting, to reduce the environmental impacts of the Scheme. Please consider additional planting of trees, hedgerows and woodland.				x	N	Highways England understand that community consultees feel that the planting of additional trees would be beneficial to the area. However, when delivering mitigation such as new planting we have to acquire this land through compulsory acquisition. Highways England is only able to acquire land for the purposes of this Scheme, if there is a compelling case to do so.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Visual impact of proposed bridges	Concerned about how height of the proposed road and flyovers creating a visual blot on surrounding landscape and how these impacts will be screened out.				x	N	The new dual carriageway has been kept as low as possible, although in some areas it is necessary to have it slightly raised in order to be able to pass over watercourses A comprehensive assessment has been carried out by Highways England to identify the likely effects of the Scheme on existing landscape character and visual amenity. This can be found in Chapter 7, Landscape and visual effects of the Environmental Statement [TR010044/APP/6.1].
Visual impact of Caxton Gibbet junction	Concerned about the visual impact of the height of the Caxton Gibbet junction on the surrounding landscape.				x	N	Lowering the vertical alignment of the new dual carriageway would be complex, would bring the road below the water table and would lead to the severance of an existing watercourse and would require a pumped solution with long term maintenance implications. A comprehensive assessment has been carried out by Highways England to identify the likely effects of the Scheme on existing landscape character and visual amenity. This can be found in Chapter 7, Landscape and visual effects of the Environmental Statement [TR010044/APP/6.1].

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Removal of landscape and planting mitigation	The proposed changes to remove previously proposed landscape and tree planting mitigation between Croxton and Wyboston, are disappointing. This has resulted in a lost opportunity to offset the loss of established trees and hedgerows in the locality of the relief road.			x	x	N	Highways England understand that community consultees feel that the planting of additional trees would be beneficial to the area. However, when delivering mitigation such as new planting we have to acquire this land through compulsory acquisition. We must demonstrate that the land is essential for the Scheme in order to achieve planning consent. Planting large sections trees in an attempt to screen new dual carriageway infrastructure and vehicles may result in those sections of the Scheme being completely incongruous in terms of existing landscape character. Whilst planting can be used to good effect to visually screen elements in some locations, this has to be balanced with how it fits with the existing pattern of trees, hedgerows and woodland in the local area. We can't plant large areas of land and take it out of agricultural production without a strong case for mitigation from our environmental assessment. A comprehensive assessment has been carried out by Highways England to identify the likely effects of the Scheme on existing landscape character and visual amenity. This can be found in Chapter 7, Landscape and visual effects of the Environmental Statement [TR010044/APP/6.1].

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Landscaping measures at Croxton Park	Please outline the landscaping measures to mitigate the impact on Croxton Park, a Grade II registered Parkland.		x	x		N	The proposed landscape mitigation is informed by the local landscape character. Its function is to provide necessary landscape integration and screening without emphasising the linearity of the road within the rural landscape. Landscape mitigation in proximity of Croxton Park integrates the Scheme within the local parkland character and wider setting of Croxton Park. In this section the Scheme is in cutting, therefore the proposed hedgerow is sufficient to screen the traffic and at the same time reflect the open character of the fields. Embankments of the Toseland Road Bridge will be planted with native woodland to screen and integrate the structure with the local landscape. More information can be found within Chapter 7, Landscape and visual effects of the Environmental Statement [TR010044/APP/6.1] which describes the assessment on Landscape and Visual Effects.
Justification of landscaping reductions	Please provide justification of the reduction in landscaping and provide evidence that the current proposed levels will suffice.		x			N	Figure 2.4 Environmental Masterplan of the Environmental Statement [TR010044/APP/6.2] illustrates the extent of landscaping and other environmental measures that have been incorporated into the design of the Scheme to mitigate its likely

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							effects.
Landscape planting	Please provide additional landscape planting around Kelpie Marina, from the A421, C44 toward Black Cat.	x				N	Substantial areas of native woodland, shrubs, hedgerows and grassland planting have been incorporated into the Scheme design, as shown on Figure 2.4 Environmental Masterplan of the Environmental Statement [TR010044/APP/6.2]. Woodland is proposed along the southern edge of the A421 here,
Landscaping as mitigation strategies	Please provide clarification on the noise protection measures, landscaping strategy and boundary treatments throughout the Scheme together with details of who will be responsible of the landscaped areas shown within the Scheme (said by many landowners).			x		N	Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] identifies the mitigation measures required to control and/or minimise noise at residential and other noise sensitive properties. Highways England will continue to engage in further discussions regarding the treatment of field boundaries, as much as possible, as part of the ongoing design development. All mitigation areas created as a result of the Scheme will be maintained by Highways England unless the mitigation forms part of a local highway, in which case maintenance will become the responsibility of the relevant highway authority.

8.9 Theme: Noise and Vibration

8.9.1 **Table 8-7** summarises the matters raised in relation to the potential noise and vibration impacts of the Scheme.

Table 8-7: Summary of consultee comments on the potential noise and vibration impacts of the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Noise assessment	The applicant would need to carry out a noise assessment.		x			N	The noise assessment is reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1].
Impact assessment and mitigation strategies	Concerned about the noise pollution impacts and the seemingly lack of mitigation measures.	x		x		N	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the noise impacts likely to occur at sensitive receptors due to the Scheme. The assessment has also identified mitigation required to control and/or minimise noise at residential and other noise sensitive properties along the route in accordance with local and national noise policies. Noise mitigation measures includes the provision of low noise surfacing materials along the length of the Scheme.
Mitigation strategies	Please confirm the noise mitigation measures being considered across the Scheme.			x		N	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the noise impacts likely to occur at sensitive receptors due to the

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							Scheme. The assessment has also identified mitigation required to control and/or minimise noise at residential and other noise sensitive properties along the route in accordance with local and national noise policies. This includes an 800m long, 3m high noise bund alongside the westbound A421 between Roxton Road Bridge and the western extent of the Scheme. Noise bunding is also included in the vicinity of Potton Road. Low noise surfacing materials will also be provided along the length of the Scheme.
Low-noise surfacing	Low-noise road surfacing should be considered as part of the Scheme.				x	N	Low noise surfacing materials are proposed along the length of the Scheme.
Noise impacts on properties	Soundproof fencing should be considered as part of the Scheme for the properties which will be affected by the noise generated from the new dual carriageway.				x	N	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] has identified a number of mitigation measures required to control noise and vibration at residential and other noise sensitive properties along the Scheme. This includes an 800m long, 3m high noise bund alongside the westbound A421 between Roxton Road Bridge and the western extent of the Scheme. Noise bunding is also included in the vicinity of Potton Road. Low noise surfacing materials will also be provided

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							along the length of the Scheme.
Noise surveys	Please produce noise level surveys to evidence the success of the noise bunds.	x				N	Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] details the results of the noise monitoring which has been undertaken to inform the noise assessments. The assessment has identified a number of mitigation measures required to minimise noise and vibration. Mitigation proposed comprising of noise bunds, is set out on Figure 2.4 Environmental Masterplan of the Environmental Statement [TR010044/APP/6.2]. The performance of the noise bunds will be confirmed during detailed design to ensure that their noise reduction performance assumed in the assessment is achieved. Surveys would be undertaken to ensure that measures, such as low noise surfacing materials, were installed as required. No further monitoring is proposed. Noise impacts during construction will be managed through the First Iteration Environmental Management Plan [TR010044/APP/6.8]. Noise bunds will be landscaped to ensure that they are well integrated into the surrounding landscape.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Noise mitigation measures	There needs to be further consideration for noise mitigation measures to be implemented at Cambourne West, Eltisley, Croxton and other neighbouring villages along the new dual carriageway, during construction.		x			N	Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] reports the predicted construction and operational noise and vibration impacts of the Scheme at the locations identified. Where noise modelling has predicted adverse noise impacts from the Scheme as likely to occur, mitigation measures have been identified to control and/or minimise noise and vibration at residential and other noise sensitive properties.
Noise impacts at Black Cat junction	Please confirm what noise mitigation measures are being considered to negate the noise impacts which will be generated by raising the Black Cat junction.				x	N	The noise assessment reported Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the noise impacts likely at residential and other noise sensitive properties in the vicinity of Black Cat junction. The assessment has also identified mitigation required to control and/or minimise noise at residential and other noise sensitive properties along the route in accordance with local and national noise policies. Noise mitigation measures includes the provision of low noise surfacing materials along the length of the Scheme.
Noise impacts at Caxton	Concerned about the noise pollution created by the Caxton Gibbet junction and				x	N	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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Gibbet	the height of the A428 at Caxton Gibbet.						detailed assessments of the noise impacts likely to occur in the vicinity of Caxton Gibbet junction due to the Scheme. The assessment has also identified mitigation required to control and/or minimise noise at residential and other noise sensitive properties along the route in accordance with local and national noise policies. The inclusion of low noise surfacing materials along the length of the new dual carriageway as been included to reduce noise effects.
Noise impacts at Eltisley	What mitigation strategies are being considered to protect the village of Eltisley from noise and general pollution impacts.			x	x	N	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the noise impacts likely to occur in the vicinity of Eltisley due to the Scheme. The assessment has also identified mitigation required to control and/or minimise noise at residential and other noise sensitive properties along the route in accordance with local and national noise policies. Noise mitigation measures includes the provision of low noise surfacing materials along the length of the Scheme.
Noise impacts at Hardwick	Please confirm what mitigation measures are being considered for the				x	N	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	village of Hardwick.						detailed assessments of the noise impacts likely to occur at properties close to the Scheme. The assessment has also identified mitigation required to control and/or minimise noise at residential and other noise sensitive properties along the route in accordance with local and national noise policies. Noise mitigation measures includes the provision of low noise surfacing materials along the length of the Scheme. The assessment also includes an assessment of the likely noise impacts from changes in traffic on roads outside of the Order Limits, including the existing A428 to the north of Hardwick. The predicted changes in road traffic noise along this section of the existing A428 are unlikely to result in a noticeable change in noise level at nearby properties.
Noise impacts at Papworth Everard	Concerned about the additional noise pollution which will be generated at Papworth Everard. Please confirm what mitigation measures are being considered.				x	N	Due to its distance from the Scheme the noise and air quality effects on Papworth Everard are likely to be negligible.
Noise impacts at Rockham Brook	Please ensure the gap in the noise bund at Rockham Brook is closed with an	x				N	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] has identified

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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	acoustic fence as part of the Scheme.						a number of mitigation measures required to control noise and vibration at residential and other noise sensitive properties along the length of the Scheme, including Rockham Brook in accordance with local and national noise policies. Low noise surfacing materials are also proposed along the length of the proposed scheme.
Noise impacts at Roxton	Concerned about the noise impacts on Roxton village.				x	N	The noise assessment reported Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] has identified a number of mitigation measures required to control noise and vibration at residential and other noise sensitive properties along the length of the Scheme, including Roxton in accordance with local and national noise policies. This includes an 800m long, 3m high noise bund alongside the westbound A421 between Roxton Road Bridge and the western extent of the Scheme which has been designed to mitigate the adverse impacts of the proposed scheme following the concerns raised in the 2019 consultation. Low noise surfacing materials are also proposed along the length of the proposed scheme.
Noise impacts at Roxton	Please provide a breakdown in the measure taken to	x				N	Mitigation for the Roxton area includes an 800m long, 3m high noise bund alongside the

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	mitigate the potential noise impacts within the Roxton area?						westbound A421 between Roxton Road Bridge and the western extent of the Scheme which has been designed to mitigate the adverse impacts of the proposed Scheme following the concerns raised in the 2019 consultation. Low noise surfacing materials are also proposed along the length of the proposed Scheme.
Noise impacts at Roxton	Please extend the noise bund between A428 and Roxton village, back to its original length.				x	Y	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] has identified a number of mitigation measures required to control noise and vibration at residential and other noise sensitive properties along the length of the Scheme, including Roxton in accordance with local and national noise policies. This includes an 800m long, 3m high noise bund alongside the westbound A421 between Roxton Road Bridge and the western extent of the Scheme which has been designed to mitigate the adverse impacts of the proposed scheme following the concerns raised in the 2019 consultation. Low noise surfacing materials are also proposed along the length of the proposed scheme.
Noise impacts at Wintringham Cottages	Please confirm the noise mitigation measures being considered for Wintringham			x		N	The noise assessment reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1] includes

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	Cottages.						detailed assessments of the noise impacts likely to occur in the vicinity of Wintringham Cottages due to the Scheme. The assessment has also identified mitigation required to control and/or minimise noise at residential and other noise sensitive properties along the route in accordance with local and national noise policies. Noise mitigation measures includes the provision of low noise surfacing materials along the length of the Scheme.
Noise impacts at Wyboston	Concerned about the noise pollution at Wyboston. Please confirm what noise mitigation measures are being considered.			x	x	N	We are not proposing to provide any noise mitigation on the existing A1 north of the Black Cat junction. The noise assessment is reported in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1].
Sound proofing along the A1	Please provide sound proofing and safety barriers along the A1, as part of the Scheme.				x	N	The Scheme incorporates safety barriers where appropriate. An 800m long, 3m high noise bund alongside the westbound A421 between Roxton Road Bridge and the western extent of the Scheme – this has been chosen to be more in keeping with the local landscape. A reduction in traffic flows between the Black Cat and Wyboston has resulted in a predicted decrease in traffic noise levels at properties along this section of A1. Noise barriers have

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							not been proposed due to engineering constraints. Further details can be found in Chapter 11, Noise and vibration of the Environmental Statement [TR010044/APP/6.1]

8.10 Theme: Traffic

8.10.1 **Table 8-8** summarises the matters raised in relation to the potential traffic impacts of the Scheme.

Table 8-8: Summary of consultee comments on the potential traffic impacts of the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Construction traffic management	Concerned about the volume of construction traffic which may result.	x		x		N	An Outline Construction Traffic Management Plan [TR010044/APP/7.5] has been submitted with the DCO application. This details proposals for traffic management during the construction period. Highways England will work closely with local authorities and plan activities off peak to minimise disruption for road users, local businesses and local residents and will keep people informed of any closures in advance so they can plan ahead. Road closures during construction will be kept to a minimum. All diversion routes that may be required for any road closures will be agreed with the affected local authorities and will aim to minimise any impact on the local area and communities. The length of roadworks will be minimised to limit disruption where possible, and have appropriate diversions in place. We will also continue to keep stakeholders informed of our works so that they can plan accordingly

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Construction traffic management	Please provide a full Construction Traffic Management plan, including a proposal for rerouting HGVs.		x			N	Comment noted The Outline Construction Traffic Management Plan [TR010044/APP/7.4] provides details of the permitted and prohibited routes for construction traffic. Only routes which are suitable for construction traffic will be used.
Construction traffic management	Please ensure provisions for construction traffic to use the A421, A428, A1 and C44, to avoid rat running through local villages.	x			x	N	The Outline Construction Traffic Management Plan [TR010044/APP/7.4] provides details of the permitted and prohibited routes for construction traffic. Only routes which are suitable for construction traffic will be used
Diversion routes at Potton Road	Concerned about emergency access off Potton Road.				x	N	An access to/from Potton Road is not needed for the construction of the Scheme. An emergency and maintenance access to the new dual carriageway is being provided to/from Potton Road.
Increased congestion as a result of the Scheme	The Scheme proposals will increase the volume of traffic and congestion, therefore increasing air pollution across the Scheme.				x	N	The Scheme has been designed to relieve current levels of congestion on the road network, the traffic modelling undertaken as part of the Scheme assessment shows that the Scheme achieves this objective. Detailed air quality modelling has been undertaken as part of the Environmental Impact Assessment of the Scheme, which identifies and evaluates how changes in traffic flows will influence local air

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							quality. More information can be found within Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1] which describes the assessment on Air Quality.
Increased congestion as a result of the Scheme	Concerned about the transfer of traffic from the existing A428 onto the new dual carriageway, increasing the capacity for additional traffic, increasing congestion and air pollution.			x	x	N	The Scheme is expected to transfer traffic from the existing A428 onto the new dual carriageway which is expected to result in a considerable reduction in local congestion. An air quality assessment has been undertaken across the Scheme; more information can be found within Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1].
Increased congestion at Black Cat junction	Concerned about the capacity of the Black Cat junction to cope with the extra traffic and congestion created as a result of the Scheme.				x	N	We have assessed the traffic impacts of the Scheme and the new junction is predicted to operate within capacity for the years assessed. The analysis indicates that queue predicted for the A1 offslips will not extend back to A1 mainline carriageway. The results are reported in detail within the Transport Assessment [TR010044/APP/7.2].
Increased congestion at Sandy, Buckden and	What measures will be considered to alleviate traffic and congestion on the roundabouts at Sandy,				x	N	The scope of the Scheme does not include works at Sandy roundabout and the wider A1, however Highways England will continue to manage and monitor this in line with their

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Biggleswade	Buckden and Biggleswade?						statutory duty.
Increased congestion at Sandy and Beeston	The Scheme fails to address the current congestion issues at Sandy and Beeston, which will only be exacerbated by the Scheme.		x		x	N	We have assessed the traffic impacts of the Scheme at a number of locations, this has included a capacity assessment of the traffic predicted to be using the A1 at the Sandy junction with and without the Scheme in place. Traffic modelling predicts that there will be an adjustment of traffic flows at Sandy roundabout with the Scheme in place, with more traffic using the A1 - however it predicted that there will be a reduction in east west flows at Sandy. The detailed results are reported in the Transport Assessment Annex [TR010044/APP/7.3]. The scope of the Scheme does not include works at Sandy roundabout, however Highways England will continue to manage and monitor this in line with their statutory duty. Air Quality modelling has been undertaken to cover areas where changes in traffic flows are predicted to be of an order that will result in changes to local air quality, including parts of the road network south of Black Cat junction, Sandy and within the extents of the Air Quality Management Area (AQMA). Receptors within and around the Air Quality Management Area at Sandy have been assessed. The changes in air quality on properties within this AQMA are

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							no more than imperceptible and consequently no mitigation measures are proposed. The Air Quality assessment can be found within Chapter 5, Air quality of the Environmental Statement [TR010044/APP/6.1].
Increased congestion at Sandy	Concerned about the increased traffic at Sandy as a result of the free-flowing Black Cat junction.				x	N	The traffic modelling undertaken as part of the Scheme has informed an assessment of the traffic impacts of the Scheme at a number of locations, this has included a capacity assessment of the traffic predicted to use the A1 at the Sandy junction with and without the Scheme in place. Traffic modelling predicts that there will be an adjustment of traffic flows at Sandy roundabout with the Scheme in place, with more traffic using the A1 - however it predicted that there will be a reduction in east west flows at Sandy. The detailed results are reported in the Transport Assessment Annex [TR010044/APP/7.3].
	Concerned about the single lane 'east to north' slip road through the Scheme and the capacity to accommodate the levels of traffic travelling along the A421 and A1.				x	N	We have assessed the traffic impacts of the Scheme at this location: the new junction is predicted to operate within capacity for the years assessed. The results are reported in detail within the Transport Assessment [TR010044/APP/7.2].

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Rat-running through Eltisley	Concerned about increased rat-running through Eltisley.	x		x	x	N	The 2040 forecasts with the Scheme show a general reduction in traffic using the village roads in Eltisley with the Scheme in place. This is primarily due to delays to B1040 traffic turning right being much lower at the existing A428 junctions due to most traffic that would use the existing A428 switching to the new dual carriageway. This reduces the need for traffic to avoid these right turns by routing through Eltisley village. The traffic forecasts are documented in the Transport Forecasting report, within Appendix C of the Combined Modelling and Appraisal report [TR010044/APP/7.10]. The Transport Assessment Annex report [TR010044/APP/7.3] includes detailed assessments of the main traffic effects in some locations within and adjacent to the Scheme area.
Rat-running through Everton	Concerned about rat-running through Everton.	x				N	The Outline Construction Traffic Management Plan [TR010044/APP/7.4] outlines initial proposals for traffic movements during construction, this considers the suitability of diversion routes. This will be further developed through consultation and design development, prior to construction. Due to the proximity of Everton to the Scheme Highways England

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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							have no plans to designate a construction route through the village. Due to the proximity of Everton to the Scheme traffic counts are not deemed to be required.
Traffic surveys at Everton	Please consider conducting automated traffic surveys in and around Everton village, to provide a baseline volume of traffic through the village prior to construction and mitigate the impacts accordingly.	x				N	Due to the proximity of Everton to the Scheme Highways England has no plans to designate a construction route through the village. Due to the proximity of Everton to the Scheme traffic counts are not deemed to be required.
Monitoring traffic volumes	Please provide clarification as to how the traffic volumes will be monitored.	x				N	Highways England will continue to monitor and manage traffic flows on the strategic road network, in line with its statutory obligations.
Traffic calming measures	Additional traffic calming measures should be implemented for the newly de-trunked A428.				x	N	Once the new dual carriageway is constructed the existing A428 will become part of the local road network and will be managed by the relevant local highway authorities.
Traffic calming measures	Please consider temporary speed limits for the local lanes likely to be used for diverted traffic during construction.	x			x	N	Temporary speed limits will be used where needed for the safety of the travelling public and Highways England construction workers.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Traffic calming measures at Beeston	Please consider introducing a speed limit on the road southbound to Beeston.				x	N	A change to the speed limit on the A1 at Beeston is outside of the scope of the Scheme.
Traffic calming measures at Roxton	Please consider a 50mph speed limit along the A421 and A1 carriageways surrounding the Roxton village area, to reduce vehicle emissions and noise.				x	N	Amendments to the speed limits on the A421 and the A1 around Roxton have not been identified as being required as part of the scope of this Scheme.
Traffic calming measures on Bedford Road	The Bedford Road should be reduced to a speed limit of 30mph.				x	N	The speed limit on Bedford Road (C44) will be reduced to 40mph as part the Scheme between Black Cat junction and Park Road – this is appropriate for the nature of this road and was requested by the local highway authority during our consultations with them. In addition the Scheme also includes construction of a pedestrian refuge and central islands which will assist in controlling traffic speeds and improving road safety.
Traffic calming measures on School Lane	Please consider reducing the speed limit at School Lane to 30mph.	x				N	School Lane is being stopped up as part of the Scheme, and will be designated as a bridleway. Access will remain for agricultural vehicles.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Traffic calming measures on the C44	Please consider reducing the speed of the C44 from the Black Cat to Roxton to 40mph.	x				N	As part the Scheme the speed limit on Bedford Road (C44) between Black Cat junction and Park Road will be reduced to 40mph.
Traffic impacts on residents	Concerned about the lack of consideration for the residents along the A603 who will be impacted by bypassing traffic.				x	N	Traffic modelling undertaken predicts that there will be an overall reduction in daily flows (in 2040) on the A603 between Bedford (A421 junction) and Sandy by up to 3000 vehicles in total, per day, when compared to a without Scheme scenario. Highways England has submitted an Outline Traffic Management Plan [TR010044/APP/7.5] with the DCO application. The Outline Traffic Management Plan states that Highways England will create a forum to work with other stakeholders in the locality to coordinate traffic management activities during the construction period. Engagement will remain ongoing.

8.11 Theme: Design

8.11.1 **Table 8-9** summarises the matters raised in relation to the proposed design of the Scheme.

Table 8-9: Summary of consultee comments on the proposed design of the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Agricultural vehicles	Please ensure the new dual carriageway remains accessible for agricultural vehicle usage.			x		N	The new dual carriageway will be designated an all-purpose trunk road, for use by all legal road users including agricultural vehicles.
Agricultural vehicles	Please confirm that the proposed dual carriageway has been designed to accommodate all traffic including agricultural vehicles.				x	N	The new dual carriageway will be designated an all-purpose trunk road, for use by all legal road users including agricultural vehicles.
Agricultural Access routes	Concerned about the lack of additional agricultural access alongside the proposed dual carriageway to alleviate heavy agricultural machinery along Station Road, Tempsford.			x		N	Comment noted. The Scheme does not affect any principal access arrangements to this landowners land.
Access routes	Please provide clarification on all new proposed accesses to be provided across the Scheme, especially where new entrances are to be to ensure turning circles are sufficient for			x		N	New accesses will replace any accesses that are lost as a result of the works. The new accesses will be of a similar standard to those that are existing.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	modern farm machinery.						
Access Routes	Please provide clarification on the provisions of access for Little Barford Road and parking, to accommodate the fishing rights of the Great River Ouse.			x		N	The route to the river is undoubtedly affected and a rights to use a new route will be established via the Development Consent Order. We are not aware however of an existing access track or secure parking area close to the river that are affected by the Scheme.
Access routes	The retained local access to the services at the Black Cat junction is welcomed.				x	N	Comment noted. Access to the fuel filling station and the shop will still be available. Access to and from the new dual carriageway will be available via slip roads in each direction.
Services at Tithe farm	Concerned about the impact the Scheme will have on services at Tithe Farm.			x		N	Any services that are to be severed by the works will be reinstated. This may include a new water supply. Any changes to services will be communicated to the owners and tenants of the cottages. A Community Liaison Officer, dedicated phone line and website will be available throughout construction to act as a point of contact for communities. This is detailed in the First Iteration Environmental Management Plan [TR010044/APP/6.8].
Access routes	Object to the closure of the side			x		N	The access onto the A1 from School Lane

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
along School Lane	road access between School Lane and the north boundary carriageway of the A1, meaning agricultural machinery will have to use the junction off School Lane and the High Street.						must be closed due to the proximity of the new A1 northbound off-slip road. To leave this open would contravene design standards and compromise safety. The route will be designated as a bridleway and gated at the west end, adjacent to a new turning head that will be constructed. Landowners who have agricultural accesses off School Lane will be given rights to use the bridleway for this purpose.
Access routes along School Lane	Concerned about the insufficient access proposed onto School Lane.			x		Y	This landowner will be given rights to use School Lane (which will be designated as a bridleway) for agricultural access. Engagement with this landowner remains ongoing.
Access routes along School Lane	The Scheme should close access off School Lane to reduce rat-running through local villages.				x	N	Comment noted. Access onto the A1 from School Lane is to be closed off completely.
School Lane turning circle	Please provide further detail about the purpose of the turning circle at the bottom of School Lane.				x	N	The access to the A1 from School Lane will be stopped up, therefore the turning circle is required to allow vehicles to turn around
Access routes at	All access points of the new	x				N	The access points described will be gated.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Kelpie Marina	Kelpie track should be provided with suitable measures i.e. gates or earth bunds.						The means of securing the access points will be agreed with the relevant landowner.
Access routes at Kelpie Marina	New side road access for Kelpie Marina should be aligned closer to the A1, preferably using the existing concrete, to reduce the permanent land take and disruption to the local environment.			x		N	The location of the Kelpie Marina access road was determined due an assessment of constraints including a gas main, the River Great Ouse flood plain and an existing pond.
Access to Eltisley	Concerned that there is no access to Eltisley from the new dual carriageway.				x	N	Eltisley will continue to be served by the existing A428.
Access to Eltisley	Traffic should be permitted to come off the new dual carriageway at Eltisley and access St Ives Road - B1040.				x	N	It would not be safe to put in slip roads at Eltisley as they would be too close to the Caxton Gibbet slip roads. The new dual carriageway will be accessible at the Caxton Gibbet junction.
Access to Chawston-Wybston Recycling Centre	Please provide clarification on the existing access to Chawston-Wybston Water Recycling Centre and how it will be affected by the proposals.	x				N	The existing access into the site via the filling station will remain open. The exit from the filling station will be via a new dedicated service road which will lead to the new Black Junction gyratory.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Accommodation works for landowners	Please confirm the accommodation works being provided to landowners and occupiers.			x		N	Accommodation works are to be agreed with affected landowners at detailed design.
Additional local parallel road	The Scheme should include a 'local' road running parallel to the A428, on the northside from Caxton Gibbet to Cambourne.				x	N	The section of cycleway (it will be designated as a bridleway) that referred to is to be made available to private agricultural vehicles in order to provide an alternative to using the dual carriageway. This combined route will allow slow moving vehicles and walkers, cyclists and horse riders to travel safely along this route. To make the route a full public highway is at present considered undesirable as it may encourage large numbers of vehicles to use this as a cut through which would impact on the safety of walkers, cyclist and horse riders.
Additional Mooring Points	Request to consider enabling the Great Ouse Boating Association to provide additional wild mooring points across the stretch of river between St Neots and Great Barford, as part of the Scheme.				x	N	Highways England's remit does not include the creation of moorings and therefore this is outside of the scope of this Scheme. Discussions with the Environment Agency would be more appropriate.
Additional	Please consider an additional				x	N	Highways England's policy is to replace

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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roundabout at the A1	roundabout at the junction of New dual carriageway and A1 as part of the Scheme.						roundabouts on the A1 with grade separated junctions. The suggested changes are not part of the scope of this Scheme.
Alignment of Chawston Lane	Concerned about the alignment of the proposed new junctions onto Chawston Lane, being offset by approximately 50m, creating problems for vehicles with maneuvering restrictions.	x		x		N	This junction has been designed as a staggered junction for safety reasons. A swept-path analysis has been undertaken which has verified its suitability for HGV use.
Alignment of the proposed dual carriageway	Concerned about the alignment of the new dual carriageway to Kelpie Marina. The new dual carriageway would be less intrusive approaching from the other side of the A1.				x	N	The location of the Kelpie Marina access road was determined due an assessment of constraints including a gas main, the River Great Ouse flood plain and an existing pond. Due to the volume of traffic expected to use the route no significant environmental effects have been identified.
Blind spurs on Toseland Road	What is the purpose of the 'blind spurs' located along the realigned Toseland Road Crossing bridge (shown on Map sheet 11).				x	N	The two spurs that you refer to are to provide the emergency services with additional access to the new dual carriageway. These spurs re-use parts of the old Toseland Road. They will be gated and locked at each end to prevent misuse.
Bypass for Sandy and Biggleswade	A proper dual carriageway bypassing Sandy and				x	N	Direct works on the A1 at Sandy and Beeston are outside of the scope of this Scheme.

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		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	Biggleswade should have been considered as part of the Scheme.						Highways England will continue to monitor and manage this part of the Strategic Road Network in line with their statutory duty.
Improvements at Sandy and Beeston	Concerned that Sandy and Beeston have been neglected in much needed upgrades such as the footpath from the Beeston footbridge to New Road by the southbound carriageway and realigning the central reservation at the New Road/A1 junction.				x	N	Direct works on the A1 at Sandy and Beeston are outside of the scope of this Scheme. Highways England will continue to monitor and manage this part of the Strategic Road Network in line with their statutory duty.
Safety of pedestrians and cars crossing the A1 at Sandy	Concerned about the safety of pedestrians and cars crossing the A1 at Sandy.				x	N	We have assessed the traffic impacts of the Scheme at a number of locations, this has included a capacity assessment of the traffic predicted to be using the A1 at the Sandy junction with and without the Scheme in place. Traffic modelling predicts that there will be an adjustment of traffic flows at Sandy roundabout with the Scheme in place, with more traffic using the A1 - however it predicted that there will be a reduction in east west flows at Sandy. The detailed results are reported in the Transport Assessment Annex [TR010044/APP/7.3].

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Integration with the re-aligned A1	There should be greater integration between the current Scheme proposals and the re-aligned A1, to provide the much needed connectivity to the villages of Sandy and Beeston.			x		N	Direct works on the A1 at Sandy and Beeston are outside of the scope of this Scheme. Highways England will continue to monitor and manage this part of the Strategic Road Network in line with their statutory duty.
Girton Interchange	Concerned about the proposal for a single lane A428 merging onto the A14 at the Girton Cloverleaf interchange and the subsequent impacts on congestion and driver safety.				x	N	Highways England has completed a capacity assessment of the eastbound approach to Girton Interchange. This has shown that the single lane section of the A428 is predicted to be operating above its design capacity based on an assessment carried out using future forecast flows. Highways England will therefore adopt a monitor and manage approach to monitor the situation post opening of the Scheme. More information is reported in the Transport Assessment [TR010044/APP/7.2].
Girton Interchange	The Scheme should include upgrading the Girton Interchange to an 'all ways' junction; reverting the eastbound A428 at the Girton Interchange to two lanes; and upgrading the section of the road between Caxton Gibbet and the new A14 (eastbound)				x	N	Highways England has completed a capacity assessment of the eastbound approach to Girton Interchange. This has shown that the single lane section of the A428 is predicted to be operating above its design capacity based on an assessment carried out using future forecast flows. Highways England will therefore adopt a monitor and manage approach to monitor the situation post

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	to expressway standard.						opening of the Scheme. More information is reported in the Transport Assessment [TR010044/APP/7.2]. Further interventions at Girton Interchange are outside of the scope of this Scheme.
Hairpin bend on the A1 by Kelpie Marina	The Scheme should include the removal of the hairpin bend on the northbound A1 by Kelpie Marina.				x	N	Removal of the bends on the A1 near Kelpie Marina would require further compulsory acquisition of land, the construction of a new bridge and a new length of road would need to be constructed, all of which are beyond the scope and budget of the Scheme.
Height of proposed Caxton Gibbet junction	The A428 must not be elevated above the surrounding landscape at Caxton Gibbet.				x	N	Lowering the vertical alignment of the new dual carriageway (beneath the A1198) would be complex, would bring the road below the water table and would lead to the severance of an existing watercourse and would require a pumped solution with long term maintenance implications.
Increased journey time	Traffic exiting the Wyboston wide site will follow a lower grade road for approximately 1km back to the updated Black Cat interchange, increasing journey time.			x		N	The new service road will provide service users with a much safer egress

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Lay-by provision	Please justify the need/ appropriateness of the proposed lay-bys on the new dual carriageway, to the east of Abbotsley Road bridge.				x	N	The new dual carriageway will be designated as an all-purpose trunk road. Highways England design standards dictate the inclusion of laybys on all all-purpose trunk roads. Apart from the fuel filling station the services at Caxton Gibbet are not wholly suitable for HGVs. The visibility in the area of the laybys has been checked and complies with Highways England design standards.
Location of Eltisley link	The Eltisley double roundabout should be located at the current Waresley Road (B1040) junction, as it is the primary local route and would prevent unnecessary traffic travelling through local villages.			x		N	There is anticipated to be an 80% reduction in traffic on the existing A428. The western Eltisley junction will be much safer to use than at present and is expected to be a far more attractive route, even with the existing priority junction, than travelling through the village of Eltisley.
Location of Eltisley link	The Scheme will encourage rat running through Eltisley, as a result of moving Eltisley junction east of the village.				x	N	There is anticipated to be an 80% reduction in traffic on the existing A428. The western Eltisley junction will be much safer to use than at present and is expected to be a far more attractive route, even with the existing priority junction, than travelling through the village of Eltisley.
Signage at Eltisley	Please consider 'village access only' signs at Eltisley to prevent			x		N	Highways England is working on a signage strategy for the whole of the Scheme and its

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	strategic traffic cutting through the village.						associated side roads, this request will be considered as part of this.
Proximity of Scheme to properties	Concerned about the proximity of the Scheme to residential properties.			x		N	The Scheme alignment and design was selected based on an assessment of various factors including cost, constructability and likely impacts on sensitive receptors. Impacts on receptors have been minimised where possible. The Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the environmental effects of the Scheme relating to Noise and Vibration, Air Quality and Lighting effects on sensitive receptors. Environmental mitigation has been proposed as appropriate- this can be viewed on Figure 2.4 Environmental Masterplan of the Environmental Statement [TR010044/APP/6.2].
Proposed Black Cat junction location	The Black Cat junction should be built further west on greenfield land, to reduce the disruption to the existing A1.				x	N	Relocating the Black Cat junction would be costly and complex to construct and would involve increased land acquisition. The traffic modelling undertaken as part of the Scheme indicate that the new junction will meet forecast future traffic flows. More information can be found in the Traffic Assessment [TR010044/APP/7.2].

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Proposed Black Cat junction location	The Black Cat junction should be built immediately east of the current Black Cat roundabout to reduce noise and pollution, journey times and improve free flowing traffic.				x	N	Relocating the Black Cat junction would be costly and complex to construct, would involve increased land acquisition. The traffic modelling undertaken as part of the Scheme indicate that the new junction will meet forecast future traffic flows. More information can be found in the Traffic Assessment [TR010044/APP/7.2]. The Environmental Statement [TR010044/APP/6.1] includes detailed assessments of the environmental effects of the Scheme relating to Noise and Vibration, Air Quality and Lighting effects. The assessment has also identified a number of mitigation measures. The majority of the proposed Scheme will not be lit. with lighting will be focused around the junctions for safety reasons, in line with design standards. The effects of both construction and operational lighting have been assessed within the Landscape and Visual Impact assessment, and the Biodiversity assessment reported in Chapters 7 and 8 of the Environmental Statement [TR010044/APP/6.1].
Vertical alignment of the Black Cat junction	Concerned about the height of the proposed Black Cat and the subsequent safety of drivers.				x	N	Driver safety and the Road User experience are key considerations for all Highways England schemes. Design standards (Design Manual for Roads and Bridges or "DMRB") do

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							not prescribe providing opaque or solid infill to bridge parapets specifically to screen views from height which drivers could find unsettling or have the potential to exacerbate issues relating to fear of heights. Only in the case of cyclists and equestrians that may be able to see a near vertical view, does limited screening normally become a requirement. For a driver in this case, it is anticipated that the verges across these bridges will be a minimum of 2.5m wide, beyond a 1.0m hard strip, and as such it will not be possible to look straight down at the ground below; indeed any downward viewing opportunity will be nearer to horizontal. Please also note that this structure is not particularly high along the majority of its length; only over a short length where it directly crosses the A1 will the height difference be more than a typical highway bridge.
Proposed Black Cat junction	The Black Cat should be upgraded to a flyover, essential for all other major trunk road improvements.				x	N	The Black Cat junction will be a three tier junction, with the new dual carriageway free-flowing over the top, the A1 free-flowing underneath, with a new gyratory and slip roads in between to allow access in all directions

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Proposed Caxton Gibbet junction	A slip road is needed from the new dual carriageway from Cambridge onto the New Eltisley (south) roundabout, to ease pressure on the Caxton Gibbet junction.				x	N	The traffic modelling undertaken as part of the development of the Scheme suggests that the junction at Caxton Gibbet will have sufficient capacity to cope with the anticipated traffic flows. More information can be found in the Traffic Assessment [TR010044/APP/7.2]. It would not be safe to put in slip roads at Eltisley as they would be too close to the Caxton Gibbet slip roads.
Free flowing Black Cat junction	The Black Cat junction should be free-flowing to reduce the current levels of congestion.				x	N	The new dual carriageway will be free-flowing at all the junctions. The entire route from the A14 to the M1 at J13 will then be free-flowing.
Proposed Roxton Road Link	Oppose the proposal to create an S bend in the Roxton Road Link. The road should be straight to reduce light and noise impacts on local residencies.				x	N	The "S" bend in the Roxton Road Link is a speed control measure. A straighter alignment would encourage higher speeds and make enforcement of the proposed 30mph speed limit difficult.
Re-aligned Roxton Road	Concerned about the realignment of the Roxton Road and the impacts on restricted visibility from existing accesses and overall driver safety.			x		N	The realignment has been designed to current standards and visibility to and from the access in the direction of the roundabout is to standard.

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Vertical alignment	The new dual carriageway should run underneath the existing A1198.				x	N	Lowering the vertical alignment of the new dual carriageway (beneath the A1198) would be complex, would bring the road below the water table and would lead to the severance of an existing watercourse and would require a pumped solution with long term maintenance implications.
Impact on local business	Concerned about the impact of the new dual carriageway on the Chawston Lorry Park.	x				N	Highways England will continue to liaise with the landowner.
Safety barriers	Please confirm the proposed provisions of roadside crash barriers on the bends between PLA-E042 and Station Road.			x		N	The provision of safety barriers along Barford Road is outside the order limits does not form part of the Scheme.
Safety Barriers	Concerned about the lack of safety barriers along the Great North Road, to protect residencies from the new dual carriageway.				x	N	The Scheme incorporates safety barriers where appropriate.
Scheme boundaries and maintenance responsibilities	Please provide greater detail on the proposed boundary treatments throughout the Scheme and the responsibility of the landscaped areas shown			x		N	Landscaped areas will be maintained by Highways England or the local highway authority depending on the location of the landscape area.

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	within the Scheme.						
Services access route at Caxton Gibbet junction	Further consideration is needed to improve the safety of the Caxton Gibbet junction in relation to accessing the services. The current proposals will increase the speed of traffic at this junction, when more should be done to reduce the speed.				x	N	Highways England is not aware of any existing safety issues with the operation of the existing access to the services. The Scheme proposals do not directly impact on the existing access to the services which comprises a priority junction with ghost island right turn lane. This arrangement aligns with current standards and the Scheme proposals do not affect this.
Services at Black Cat junction	Concerned about the removal of the services at the Black Cat junction.	x				N	Unfortunately, the Scheme improvements at Black Cat cannot be implemented if the services are retained. There are five existing fuel filling stations within a minimum distance of 0.5 miles and a maximum distance of 10 miles from Black Cat junction.
Signalised crossing at Roxton Garden Centre	Please consider control signalling the T-junction opposite Roxton Garden Centre.	x				N	The speed limit on Bedford Road (C44) will be reduced to 40mph as part the Scheme between Black Cat junction and Park Road. In addition the Scheme also includes construction of a pedestrian refuge and central islands which will assist in controlling traffic speeds and improving road safety.
Toseland Road	Please consider extending the		x			N	The design of the Scheme includes only

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		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
upgrade	new local road construction to modern standards from the end of the proposed improvements, to Toseland Road, up to the current A428.						those areas of land that need to be acquired temporarily or permanently to construct, operate and maintain the Scheme, and has sought to avoid severing land parcels wherever possible to preserve their future agricultural viability. Highways England is bound by legislation that requires us to give the original owner first refusal on any land identified as surplus. The scale values will be at market value and reflective of condition.
Traffic calming measures along Barford Road	Concerned about the straightening of the Barford Road and flattening of contours, which will likely increase the speed of traffic using the road and accidents as a result of higher speeds. Traffic calming measure should be incorporated into the design at Barford road to compensate the potential for increased speed.			x		N	The design of the realigned Barford Road complies with the governing design standards, and is an improvement on the existing route. The design will be developed further at detailed design, and will be agreed with the local highway authority (Central Bedfordshire) to ensure that adequate safety measures are put in place.
Width of access routes	Concerned about the width of the new accesses proposed from Toseland Road to the north of the proposed dual carriageway. Please confirm			x		N	New accommodation accesses will be provided to replace any accesses that are lost as a result of the works. The new accesses will be of a similar standard to the existing

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	the proposed width.						accesses.
Width of overbridge at Monk's Hardwick	Concerned about the width of the overbridge proposed in Monk's Hardwick, St Neots shown in map books 1,2,3 and 4 and its capacity to accommodate farm machinery. Please confirm the proposed width.			x		N	The width of the bridge is under review following further discussions with the landowner
WCH safety provision	Concerned about the safety provisions for WCHs between the B1040 and the new dual carriageway. Please consider closing the Cambridge Road junction and the existing A428, to reduce the need or WCHs to use Potton End and Cambridge Road.				x	N	Highways England is required to maintain resilient access routes to villages in proximity to the Scheme.
A41 embankments	The embankments on the A421 westbound should extend further towards Great Barford to mitigate the noise impacts on the village of Roxton.				x	Y	The initial proposals for the design of noise bunding on the A421, as the Scheme passes receptors in Roxton and close to the intersection with Potton Road, were included for comment as part of the supplementary consultation in June 2020. Taking into account the analysis of the consultation responses and subsequent development of

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							the Scheme design and noise models, this noise bunding has been included within the Scheme design.
Proposed route for travel between the A428 and St Ives	What is the intended route for north/south traffic travelling between the A428 and St Ives?	x				N	The B1040 is the signed route to St Ives for local traffic. However Highways England does not have a mandate to force drivers to use particular routes outside of designating suggested diversion routes during construction
Access and accommodation provision	Further details should be provided to landowners on fences, hedges to be planted, gateways to be created, access tracks, field drainage and water supplies.				x	N	Highways England has continued to engage with affected land interests throughout the development of the Scheme, this has informed accommodation access arrangements. Discussions will continue as the design progresses.

8.12 Theme: Construction

8.12.1 **Table 8-10** summarises the matters raised in relation to the construction of the Scheme.

Table 8-10: Summary of consultee comments on the construction of the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Access to property during construction	Concerned about the impact of construction on the access to my land/property.			x		N	Any works that affect access to properties will be discussed with the landowner (and tenant where applicable) to ensure that disruption is minimised and suitable solutions are agreed. The design will be further refined during the detailed design phase.
Construction Environmental management plan	The applicant will have to carry out a construction environmental management plan.		x			N	Comment noted.
Construction Environmental management plan	Please provide details regarding the management of dust, pollution, noise and vibration as a result of the construction works.			x	x	N	The First Iteration Environmental Management Plan [TR010044/APP/6.8] details the requirements for monitoring significant environmental effects on noise, where the noise assessment has recorded these as persisting post-implementation of the identified mitigation measures. It also outlines the measures that the Principal Contractor will be required to develop and implement during construction of the Scheme, and outlines the measures that the Principal Contractor will be

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							required to develop and implement to mitigate construction-related dust. Measures will be in place to minimise dust across the whole site.
Construction phase impacts and mitigation	Please provide detail of the timings and measures to be taken to reduce the construction impacts on noise, the environment and traffic movement.	x		x	x	N	The First Iteration Environmental Management Plan [TR010044/A00/6.8] outlines the measures that the Principal Contractor will be required to develop and implement during construction of the Scheme, including those to minimise noise and vibration from the construction works. The Outline Construction Traffic Management Plan [TR010044/APP/7.4] outlines the measures that will be in place to manage traffic flows and minimise delays during construction. It includes drawings showing routes that will not be used by construction traffic. It also gives outline details of measures that will be used to inform road users and the local community of the works.
Construction phase impacts on services	Please indicate how services will be maintained during construction.	x		x		N	Utilities will be maintained at all times to the property. Where works are required Highways England and their Contractor will try to minimise any related disruption. As outlined in the First Iteration Environmental Management Plan [TR010044/APP/6.8]. A Community Liaison Officer, dedicated phone

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							line and website will be available throughout construction to act as a point of contact for landowners, businesses and residents.
Construction phase impacts at Caxton Gibbet	Please provide further detail on how both traffic impacts will be managed at Caxton Gibbet junction during the construction period. There is already much on-going construction in Cambourne and residents have suffered construction impacts for years.				x	N	The Outline Construction Traffic Management Plan [TR010044/APP/7.4] outlines the measures that will be in place to manage traffic flows and minimise delays during construction. It includes drawings showing routes that will not be used by construction traffic. It also gives outline details of measures that will be used to inform road users and the local community of the works.
Construction phase impacts on Eltisley village	We are disappointed that the supplementary consultation does not address any of our concerns raised regarding the impacts on Eltisley Village, raised during the statutory consultation, we therefore assume our concerns have not been considered.				x	N	All responses received to the statutory consultation have been considered as part of design development. Highways England has continued to engage with Eltisley Parish Council with regard to concerns around the impacts of the Scheme on the village.
Construction phase impacts	What temporary measures will be used to maintain existing PRowS during	x				N	The First Iteration Environmental Management Plan [TR010044/APP/6.8] details the measures that will be undertaken to liaise with

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
on PRow	construction?						communities during construction. A Community Liaison Officer, dedicated phone line and website will be available throughout construction to act as a point of contact for businesses and residents and will provide notifications around any temporary changes to public rights of way and access. More information on the effect of the diversion of designated routes can be found within Chapter 12, Population and human health of the Environmental Statement [TR010044/APP/6.1] which describes the assessment on Population and Human Health.
Construction phase impacts on PRow	Concerned about the construction impacts on PRow and pedestrian access for Tempsford.				x	N	The Outline Construction Traffic Management Plan [TR010044/APP/7.4] provides details of the measures that will be in place, such as strategic signing and updates to satellite navigation system mapping to encourage the use of designated routes. With these measures in place and through communicating road closures in advance it is hoped that the amount of traffic choosing to take an alternative route will be limited.
Construction traffic	Please confirm how congestion will be managed				x	N	The Outline Construction Traffic Management Plan [TR010044/APP/7.4] outlines the

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
management	during construction.						measures that will be in place to manage traffic flows and minimise delays during construction. It includes drawings showing routes that will not be used by construction traffic. It also gives outline details of measures that will be used to inform road users and the local community of the works.
Construction traffic management	Please confirm the proposals to reduce traffic disruption, both local and strategic, during construction.	x			x	N	Highways England has submitted an Outline Traffic Management Plan [TR010044/APP/7.5] with the DCO application. This details proposals for traffic management during the construction period. Highways England will work closely with local authorities and plan activities off peak to minimise disruption for road users, local businesses and local residents and will keep people informed of any closures in advance so they can plan ahead. Road closures during construction will be kept to a minimum. All diversion routes that may be required for any road closures will be agreed with the affected local authorities and will aim to minimise any impact on the local area and communities. The length of roadworks will be minimised to limit disruption where possible, and have appropriate diversions in place. We will also

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							continue to keep stakeholders informed of our works so that they can plan accordingly. A Community Liaison Officer, dedicated phone line and website will be available throughout construction to act as a point of contact for businesses and residents as outlined in the First Iteration Environmental Management Plan [TR010044/APP/6.8].
Construction traffic management	Please provide detail on how you will ensure that construction traffic does not usual local roads.	x			x	N	The Outline Construction Traffic Management Plan [TR010044/APP/7.4] outlines the measures that will be in place to manage traffic flows and minimize delays during construction. It includes drawings showing routes that will not be used by construction traffic. Highways England will work closely with local authorities and plan activities off peak to minimise disruption for road users, local businesses and local residents and will keep people informed of any closures in advance so they can plan ahead. A Community Liaison Officer, dedicated phone line and website will be available throughout construction to act as a point of contact for businesses and residents as outlined in the First Iteration Environmental Management Plan [TR010044/APP/6.8].
Diversion routes	Please confirm the diversion				x	N	The Outline Construction Traffic Management

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	routes for local residents during the construction works in 2022-2026.						Plan [TR010044/APP/7.4] outlines initial proposals for traffic movements during construction, this considers the suitability of diversion routes. A Community Liaison Officer, dedicated phone line and website will be available throughout construction to act as a point of contact for businesses and residents as outlined in the First Iteration Environmental Management Plan [TR010044/APP/6.8].
Diversion routes	Concern that diversion routes will not be adequately sign posted and maintained throughout the Scheme.				x	N	The Outline Construction Traffic Management Plan [TR010044/APP/7.4] provides details of the measures that will be in place, such as strategic signing and updates to satellite navigation system mapping to encourage the use of designated routes. With these measures in place and through communicating road closures in advance it is hoped that the amount of traffic choosing to take an alternative route will be limited.
Mitigation of overnight construction impacts	Please outline the measures in place to mitigate the impacts of overnight construction work.				x	N	Some sections of the Scheme may require nighttime working however in the main the construction will be limited to avoid noise and nuisance effects. The detailed measures are set out in the First Iteration Environmental Management Plan [TR010044/APP/6.8].

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Programme of works	Please provide further details on the proposed order of works from 2022-2026.	x			x	N	Construction is due to start in 2022, subject to the development consent order application being approved. Highways England will continue to communicate any updates to timescales on www.highwaysengland.co.uk/a428 The final, detailed construction programme will be developed as part of the detailed design phase of the Scheme – commencing later in 2021. As this becomes clearer, it will be shared with key stakeholders and on the Highways England website.
Programme of works	Please ensure the construction works are completed as quickly as practically possible.				x	N	Comment noted.
Rat running through Hilton	Please outline the measures to be put in place to prevent rat running through Hilton, along the B1040.	x				N	The Outline Construction Traffic Management Plan [TR010044/APP/7.4] provides details of the measures that will be in place, such as strategic signing and updates to satellite navigation system mapping to encourage the use of designated routes. With these measures in place and through communicating road closures in advance it is hoped that the amount of traffic choosing to take an alternative route will be limited.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Site compound details	Please provide greater detail as to what the compound and bund layouts will be, including the location of offices, parking spaces and location of any batching plants/similar construction apparatus.	x		x	x	N	It is too early to give precise details regarding the layout of construction compounds. Once these are known and what impact this may have on the land we will consult with the landowner and the tenant.
Soil management	Please provide details of how soil will be stored, kept clean during construction and reinstated for agricultural use post construction, including what aftercare plan will be put in place.	x				N	Details of how soil will be kept, maintained and reinstated is detailed within the Soil Handling and Management Plan within the First Iteration Environmental Management plan [TR010044/APP/6.8].
Temporary land acquisition and post construction return of land	Please provide greater details of the reasoning and justification for the proposed temporary acquisition of land and how Highways England plans to return the land back to its original use, post construction.	x		x		N	The design of the Scheme includes only those areas of land that need to be acquired temporarily or permanently to construct, operate and maintain the Scheme, and provide the required mitigation. Detailed information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1].

8.13 Theme: Walkers, Cyclists and Horse riders

8.13.1 **Table 8-11** summarises the matters raised in relation to the Walker, Cyclist and Horse rider considerations of the Scheme.

Table 8-11: Summary of consultee comments on the Walker, Cyclist and Horse rider considerations of the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Bridleway provision	Please consider a parallel public bridleway running the length of the new dual carriageway and including an underpass of the A1.				x	N	The creation of additional routes such as these are outside of the scope and budget of this Scheme. Whilst this cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.
Bridleway for Wyboston	Please consider creating a new bridle way link for Wyboston to the current underpass under the A1 north of Wyboston through to Alpha Drive, St Neots.				x	N	None of the existing designated bridleways in the area around Wyboston and Chawston will be affected by the Scheme. The creation of additional routes such as these is outside of the scope and budget for this Scheme. Whilst this cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.
Bridleway provision at Eltisley	Please provide clarification of the bridleway provisions being proposed for equestrians at Eltisley				x	N	The connectivity of the existing bridleway 74/6 near Eltisley will be maintained via an underpass beneath the new dual carriageway. The plans for designated routes affected by the Scheme can be viewed on the Streets, Rights of Way and Access Plans submitted as part of this application [TR010044/APP/2.6] .
Construction impact on equestrian community	Concern that equestrians will be put at risk by the diversions during the construction phase.				x	N	Where there is a need to divert an equestrian onto a temporary route during construction, appropriate mitigation will be provided. Highways England is working to minimise the disruption and diversion requirements. A Community Liaison Officer, dedicated phone line and website will be available throughout construction to act as a point of contact for businesses and residents as outlined in the First Iteration Environmental Management Plan [TR010044/APP/6.8] .
Consultation materials for WCH	Some of the WCH maps lack clarity. It's hard to tell where routes start and end/how they cross sections of the		x		x	N	The plans for designated routes affected by the Scheme can be viewed on the Streets, Rights

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	new dual carriageway.						of Way and Access Plans submitted as part of this application [TR010044/APP/2.6].
Crossing facilities for horse riders	Please consider safer crossings for horse riders and providing 'horses crossing' warning signs or rider operated signalised crossings.		x		x	N	Traffic on the existing A428 is anticipated to reduce by 80% which will allow greater opportunity to cross the road. If signs are required to warn of the crossing location then these will be included during the detailed design phase.
Crossing facilities for WCHs	Further consideration is required to ensure suitable safe crossings for WCHs across the Scheme.		x			N	The design is a preliminary design and as such does not show details of the measures provided at each crossing location. Safe crossings will be provided as part of the detailed design. These will be signalised to help people safely cross the road where required, or where traffic volumes are high.
Crossing facilities for WCHs	Please provide segregated WCH provisions at crossings where there are heavy flows of vehicles i.e. at Caxton Gibbet.		x			N	Signalised crossings will be provided for the eastbound on slip road and westbound off-slip roads and also the A1198 on the north side of the Caxton Gibbet junction. These will be located away from the roundabout entrances and exits. They will be for use by both walkers and cyclists without segregation between the two user groups.
Connecting	The existing footpath south	x				N	The footway on the western side of the A1 will

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
School Lane to the A1	of the existing School Lane should connect onto the A1.						still be available to connect the newly created bridleway on School Lane to FP4.
Detour across Toseland Road Bridge	Footpath 278/9 to footpath 59/1 is an excessive detour across the new Toseland Road Bridge.		x		x	N	The diversion for Footpath 278/7 and Footpath 59/1 is approximately 1.9km. This is relatively long, but the alternative would be a footbridge approximately 500m east of the new Toseland Road Bridge, which would increase the visual impact of the Scheme. Surveys carried out suggest that usage of the footpath is very low and that the proposed provision is sufficient. More information on the results of the walkers, cyclists and horse rider counts can be found within Chapter 12, Population and human health of the Environmental Statement [TR010044/APP/6.1] which describes the assessment on Population and Human Health.
Disjointed proposals for WCHs	The current proposals for walkers across the Scheme are too disjointed. Please consider better continuity of footpaths.		x	x	x	N	Where footpaths or bridleways are severed by the Scheme alternative routes have been included to maintain connectivity.
Footpath at Roxton Garden Centre	Please consider extending the footpath from Roxton Garden Centre to the Black Cat roundabout to join with				x	N	Additional footpaths such as those described are outside of the scope of this Scheme. The Black Cat roundabout does not include the provision of footpaths as these would not

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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	the footpath on the west side of the A1.						provide a desirable (or high demand) walking route. Whilst this cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.
Further consideration for disabled persons and WCHs	Further consideration is required for the safe access of disabled persons and WCHs.				x	N	Provision has been included for footways/cycleways around the junctions. Where footpaths or bridleways are severed by the Scheme alternative routes have been included to maintain connectivity. This is a preliminary design and some of the features associated with improving facilities for less able users are not shown at this level. Provisions such as this will be developed at detailed design stage. The Scheme has provided suitable gradients in accordance with DMRB standards which conform with the Equality Act 2010.
Justification on the creation of new PRow	Please provide further justification for the creation of new PRow routes on				x	N	Highways England is required to consider the needs of walkers, cyclists and horse riders as part of Scheme design – and where existing

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	private land.						designated routes are disrupted diversions and realignments must be provided to maintain connectivity.
Lack of active travel infrastructure	Concerned regarding the current lack of infrastructure for active travel, which should take priority over improvements for motorists.				x	N	Highways England has a statutory duty to operate and maintain the strategic road network. Highways England considers the needs of walkers, cyclists and horse riders as part of Scheme design – including suitable paths and crossings as appropriate. Where schemes disrupt existing designated routes Highways England will provide a replacement in line with their existing standard
Lack of cycle provisions	Concerned about the lack of cycle provisions being proposed as part of the Scheme (lack of a cycle route).			x	x	N	Shared unsegregated footway/cycletrack is being provided on the Kelpie Marina access road, Bedford Road, Roxton Road, Roxton Road link, Cambridge Road junction, Eltisley and Caxton Gibbet junction.
Lack of engagement with the equestrian community	Concerned about the lack of engagement targeted at the equestrian community.				x	N	The British Horse Society have been invited to join the Walkers, Cyclists and Horse Riders Technical Working Group convened as part of Scheme development. The British Horse Society will be invited to engage with the Scheme during the detailed design phase.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Lack of information for WCH	Greater and clearer information is required on provisions for WCHs and PRow.		x		x	N	All the information was contained in the plans and explanatory notes. The original drawings from the 2019 statutory consultation were available via links which would have allowed comparisons to be made. The virtual consultation was novel and was felt to be a sensible means of communicating the changes in the difficult and challenging circumstances surrounding the COVID-19 pandemic. Telephone engagement sessions were also made available.
Lack of provisions for horse riders	Concerned about the lack of provisions to accommodate horse riders. Additional/safer provisions are needed for horse riders across the Scheme.	x			x	N	Highways England has a statutory duty to operate and maintain the strategic road network. Highways England considers the needs of walkers, cyclists and horse riders as part of Scheme design – including suitable paths and crossings as appropriate. Where schemes disrupt existing designated routes Highways England will provide a replacement in line with their existing standard.
Lack of provisions for horse riders	The lack of provision to accommodate horses in the proposals fails to meet DMRB Policy for GG 142, Section 4.	x			x	N	All routes have been designed in accordance with DMRB standards. The Scheme includes provision for walkers, cyclists and horse riders as appropriate.

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		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Lack of provisions for horse riders along Roxton Bridge	Concerned about the lack of provisions for equestrians on the Roxton Road Bridge.	x			x	N	The Roxton Road Bridge has been provided to maintain connectivity across the Scheme. Survey counts have been undertaken on the existing bridge to understand current level of usage by walkers, cyclists and horse riders. On the days counts were undertaken no horse riders were observed on the existing bridge. It has not therefore been considered necessary to design the barriers on each side of the new Roxton road to comply with DMRB standards for horse riders. More information on the results of the walkers, cyclists and horse rider counts can be found within Chapter 12, Population and human health of the Environmental Statement [TR010044/APP/6.1] which describes the assessment on Population and Human Health
Lack of WCH provisions	Concerned about the lack of consideration/safe provisions for WCHs.				x	N	Provision has been made for walkers, cyclists and horse riders where the new dual carriageway severs existing rights of way. New off-road routes have been included at the junctions. The plans for designated routes affected by the Scheme can be viewed on the Streets, Rights of Way and Access Plans submitted as part of this application [TR010044/APP/2.6].

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Maintenance and ownership of PRow	Please provide further details on the ownership and maintenance of PRow along the Scheme.		x			N	Ownership and maintenance of PRow routes is to be agreed with the appropriate local authorities and affected landowners where required. Highways England will continue to engage with these stakeholders and land interests as part of the ongoing development of the Scheme.
Multiuser PRowS	All new PRowS should be multiuser routes, meaning footpaths/cycleways and bridle ways should be at least 4m wide, in line with current regulations and guidance.		x		x	N	Where the Scheme disrupts an existing designated route, a replacement will be provided in line with the existing standard. The approach to reinstatement takes into account user experience alongside an analysis of expected usage. This is achieved through count surveys carried on different days to record the number of users
Multiuser PRowS	The 'shared footway/cycle paths' shown on maps 1 and 2 of the general arrangement plans, should be upgraded to bridle way status.	x				N	None of the existing bridleways in the area around Wyboston and Chawston are affected by the Scheme. Creation of new bridleways or designation of the new footway/cycleway for equestrian use will be managed by Bedford Borough Council. Whilst this cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
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							to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.
Multiuser PRoWs	The currently proposed cycleway running from the end of School Lane to the far side of the C44, should be redesigned so that it is a multiuse route accommodating for all WCH users and routed on the far side of the C44, so it meets the existing footpath between Roxton Garden Centre and Roxton.				x	N	School Lane will be redesignated as a bridleway (with rights for landowners to use the same route for agricultural vehicles). The continuation of the route from School Lane to Rockham Ditch will also be bridleway. Both these sections cater for all users. From that point the footway/cycleway along the side of the Kelpie Marina Access road to the point where it meets Bedford Road (C44) is for walkers and cyclists and horse riders will be able to use the carriageway. More information on the results of the walkers, cyclists and horse rider counts can be found within Chapter 12, Population and human health of the Environmental Statement [TR010044/APP/6.1] which describes the assessment on Population and Human Health.
Proposed cycle way at Potton Road	Creating a new cycle way at Potton Road would be a waste of money, instead please ensure roads are designed to be inherently safer for cycling.				x	N	Potton Road is being realigned as part of the Scheme, this had been designed in line with its existing cross section, and no additional provision for cyclists is proposed. This can be viewed on the General Arrangement Plans submitted as part of this

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							application [TR010044/APP/2.4].
Proposed provisions for horse riders	The gantry to be built alongside Bridleway 6 must be designed to ensure it complies to the safety requirements of the British Horse Society and avoid obstruction of routes by the gantry supports. There must be a no less than 3.5m of any overhang of the gantry over the bridleway.				x	N	A strategic variable message sign may be installed as shown on the plans. This will be constructed wholly within the existing highway boundary of the A421 and will not affect any bridleways or other rights of way in the area.
Proposed provisions for horse riders across Cambridge Road Bridge	What provision is being made for equestrians at Cambridge Road Bridge.				x	N	There is no specific off-road provision for horse riders at Cambridge Road junction. Improvements are being made to the crossing of the existing bridleway crossing near Wintringham where bridleways 1/12 and 1/18 meet.
Proposed provisions for WCHs	The proposals are a welcomed improvement to present non-motorised transport approaches to Caxton Gibbet.				x	N	Comment noted.
Proposed	Ensure all provisions for		x			N	Where the Scheme disrupts an existing

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
provisions for WCHs	WCHs are constructed to a suitable standard and width to accommodate pedestrians, cyclists and equestrian users.						designated route, a replacement will be provided in line with the existing standard, in accordance with DMRB. These can be viewed on the Streets, Rights of Way and Access Plans [TR010044/APP/2.6].
Removal of PRoW	Concerned about the proposed removal of PRoWs.				x	N	Where footpaths or bridleways are severed by the Scheme alternative routes have been included to maintain connectivity.
Removal of PRoW	Please provide further details on any proposals to remove PRoW as part of the Scheme.		x			N	Details of PRoW to be stopped up as part of the Scheme can be viewed on the Streets, Rights of Way and Access Plans submitted as part of this application [TR010044/APP/2.6].
Risk assessment at Roxton Road bridge	Please provide justification as to why a specific risk assessment has not been carried out at the new Roxton Road Bridge and the roundabout opposite Roxton Garden Centre.	x				N	Road Safety Audits have been undertaken as part of the development of the Scheme, these have been shared with Local Highway Authorities. The bridges included within Scheme have been designed in accordance with DMRB standard.
Safety provisions for pedestrians	Concerned about the safety for pedestrians along the footpath at Beeston, which is too close to the 50mph road. Please consider reducing the					N	A change to the speed limit on the A1 at Beeston is outside of the scope of the Scheme.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	speed limit.						
Safety provisions for WCHs	All bridges must be designed to ensure and accommodate for the safe access/usage of all WCHs.				x	N	Where the Scheme disrupts an existing designated route, a replacement will be provided in line with the existing standard. Wider interventions outside of the Scheme are outside of the scope of the Scheme, and would fall within the jurisdiction of the local highway authority.
Safety provisions for WCH	Ensure all safety provisions required for horse riders are considered, including the height of parapets on bridges meet the British Horse Society standards.	x			x	N	Survey counts have been undertaken to understand level of usage by walkers, cyclists and horse riders throughout the Scheme. These counts have determined the measures incorporated into the ensure the safety of its users. More information on the results of the walkers, cyclists and horse rider counts can be found within Chapter 12, Population and human health of the Environmental Statement [TR010044/APP/6.1] which describes the assessment on Population and Human Health.
Safety provisions for WCHs	The proposals will improve the access and safety for WCHs across the Scheme.				x	N	Comment noted.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Safety provisions for WCHs	The WCH facility proposed alongside the realigned local road should be extended at least as far as Footpath 1/13, and a safe crossing should be installed, so that users can safely access across the former A428 without having to walk in the verge or carriageway.		x			N	The footway/cycleway provided on the north side of the realigned section of existing A428 ties-in with the existing footway, which does extend beyond the point where Footpath 1/13 meets the existing A428. As the traffic flows on the existing A428 are anticipated to reduce significantly as a result of the Scheme, an upgrade of the crossing is not justified.
Safety provisions for WCHs	The closure of other HGV routes into Wyboston from the A1 northbound, will mean all HGVs will be diverted along local roads, increasing the danger posed to WCH.				x	N	None of the existing bridleways in the area around Wyboston and Chawston are affected by the Scheme. The new Roxton Link road includes a footway/cycleway to replace the path which currently crosses the A421 at Black Cat roundabout. This will improve WCH provision in the area.
Segregated cycling infrastructure	Please provide segregated cycleways from Papworth Everard and Cambourne.				x	N	Where footpaths or bridleways are severed by the Scheme alternative routes have been included to maintain connectivity. Providing a new route for non-motorised users, parallel with the new dual carriageway, is beyond the scope of the Scheme. Whilst this cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.
Segregated WCH infrastructure	A dedicated walking and cycling route should be provided along the whole alignment of the new dual carriageway and beyond, with addition connecting routes to local villages.				x	N	Providing a new route for non-motorised users, parallel with the new dual carriageway, is beyond the scope of the Scheme. The existing A428 (to be named B1428) will become a local road to satisfy local use, while strategic traffic will use the new dual carriageway. Whilst this cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.
Segregated WCH infrastructure	Please provide segregated WCH provisions at Croxton to Eltisley/ Cambourne.		x			N	The existing A428 will provide a continuous local route between St Neots and Caxton Gibbet. Traffic on this route is anticipated to reduce by 80%. This will therefore be more attractive to cyclists. It is beyond the scope of the A428 Black Cat to Caxton Gibbet scheme to provide a separate off-carriageway route.

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							Whilst this cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.
Segregated WCH infrastructure	Please provide segregated WCH provisions to all villages south of A428 and St Neots, Toseland and Yelling.		x			N	The existing A428 will provide a continuous local route between St Neots and Caxton Gibbet. Traffic on this route is anticipated to reduce by 80%. This will therefore be more attractive to cyclists. It is beyond the scope of the A428 Black Cat to Caxton Gibbet scheme to provide a separate off-carriageway route. Whilst this cannot be provided as part of the Scheme, there is an opportunity to explore this further as part of the Scheme's legacy discussions. A Connected Communities legacy working group will be established in early 2021 to explore connectivity and sustainable transport options that could be considered for Highways England's Designated Funds.
Temporary closure of PRow	Please provide further details about the temporary closure	x				N	The need for and routes of diversions will be considered during the detailed design period

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	of PRowS and the measures in place to mitigate the impacts.						and will be agreed with the local highway authority. As outlined in the First Iteration Environmental Management Plan [TR010044/APP/6.8]. A Community Liaison Officer, dedicated phone line and website will be available throughout construction to act as a point of contact for businesses and residents and will provide notifications around any temporary changes to public rights of way and access.

8.14 Theme: Land use and assets

8.14.1 **Table 8-12** summarises the matters raised in relation to the land use and asset considerations of the Scheme.

Table 8-12: Summary of consultee comments on the land use and asset considerations of the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Access rights	Please provide details about the permanent access rights the land is reserved for.			x		N	Detailed information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1].
Excessive agricultural land take	Concerned with regards to the amount of agricultural/farm land that is being taken as a result of the Scheme.				x	N	Highways England wish to minimise the impact on the surrounding land and will only acquire the minimum area of land required for the Scheme. Unfortunately the location of the Scheme means that loss of agricultural land is unavoidable. Where areas are subject to temporary use and where possible, soils will be removed and replaced to minimise impacts after the construction period. The design of the Scheme includes only those areas of land that need to be acquired temporarily or permanently to construct, operate and maintain the Scheme, and has sought to avoid severing land parcels wherever possible to preserve their future agricultural viability. An assessment of the loss of agricultural land, including that considered to be 'best and most versatile', is reported in Chapter 9, Geology and soils of the Environmental Statement [TR010044/APP/6.1].

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Impacts of land acquisition on other development schemes	This Scheme seeks to acquire land which is already incorporated into another development proposal. Please engage early to ensure the Scheme does not impede the delivery of this other development.			x		N	Highways England is continuing to engage with affected landowners, more information around compensation can be found at the link below. Compensation to Business Owners and Occupiers - https://www.gov.uk/government/publications/compulsory-purchase-and-compensation-booklet-2-compensation-to-business-owners-and-occupiers The scale values will be at market value and reflective of condition. Detailed information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1].
Impacts on land value	Concerned that the property has development potential, resulting in a significantly increased land value over its agricultural value.	x		x		N	Highways England is continuing to engage with affected landowners, more information around compensation can be found at the link below. Compensation to Business Owners and Occupiers - https://www.gov.uk/government/publications/compulsory-purchase-and-compensation-booklet-2-compensation-to-business-owners-and-occupiers The scale values will be at market value and reflective of condition. Detailed information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1].
Impact on land	Concerned that the property has mineral			x		N	Highways England is continuing to engage with affected landowners, more information around compensation can

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
value	extraction potential, resulting in a significantly increased land value over its agricultural value.						be found at the link below. Compensation to Business Owners and Occupiers - https://www.gov.uk/government/publications/compulsory-purchase-and-compensation-booklet-2-compensation-to-business-owners-and-occupiers The scale values will be at market value and reflective of condition. Detailed information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1].
Impact on property values	Concerned about the impact of the Scheme on property values.				x	N	It is acknowledged that large scale or major public works near a property have the potential to reduce its value, making it difficult to sell at market rate – this is referred to as blight. While Highways England is under no obligation to purchase these properties, Parliament has given us the ability to purchase properties using discretionary powers in the following sections of the Highways Act 1980. Further information is available within the guide 'Your property and our road proposals' which can be found at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/645165/Your_property_and_our_road_proposals.pdf This is designed to help residents and business owners understand what they can do if they believe their

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							properties are affected by the Scheme.
Justification of land acquisition	Please provide justification as to why it is necessary to acquire my land permanently.	x		x		N	Detailed information on each land plot and future uses is provided within Annex A of the Statement of Reasons [TR010044/APP/4.1].
Justification for increase in land take	Please provide justification as to why there has been an increase in land take at the property.			x		N	Detailed information on each land plot and future uses is provided within Annex A of the Statement of Reasons [TR010044/APP/4.1].
Justification of land acquisition	Please provide justification, and any potential additional uses, for land being acquired on a 'just in case' basis.				x	N	Detailed information on each land plot and future uses is provided within Annex A of the Statement of Reasons [TR010044/APP/4.1].
Land acquisition and compensation	Concerned about permanent land acquisition and compensation rights.	x		x	x	N	Detailed information on each land plot and future uses is provided within Annex A of the Statement of Reasons [TR010044/APP/4.1].
Landscaping measures	Landowner's request confirmation of the landscaping measures to be implemented on			x		N	Detailed information on each land plot and future uses is provided within Annex A of the Statement of Reasons [TR010044/APP/4.1].

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
	(their) land.						Highways England have consulted with all landowners affected by the Scheme, and liaison will continue as the Scheme moves forward.
Maintenance responsibility of land post construction	Please provide further details on the responsibilities for maintenance of land post construction.	x	x	x		N	Accommodation works including boundary treatments and maintenance responsibility are to be agreed where possible with affected landowners at detailed design.
Minimise extent of land acquired	Please minimise the amount of permanent and temporary land take within the Scheme Order Limits.	x			x	N	The design of the Scheme includes only those areas of land that need to be acquired temporarily or permanently to construct, operate and maintain the Scheme.
New or transferred assets	Please provide further details on new or transferred assets as part of the Scheme.		x			N	Engagement with Local Highway Authorities around the transfer of assets will remain a key part of ongoing discussions throughout the DCO process. Detailed information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1] .
Ownership of land construction	Please provide further details on ownership of land post construction.	x	x	x		N	The design of the Scheme includes only those areas of land that need to be acquired temporarily or permanently to construct, operate and maintain the Scheme, and has sought to avoid severing land parcels wherever possible to preserve their future agricultural viability. Highways England is bound by legislation that requires

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							us to give the original owner first refusal on any land identified as surplus. The scale values will be at market value and reflective of condition. Detailed information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1].
Return of land post construction	Please endeavor to return as much land as possible to its former use post construction.	x	x	x		N	The design of the Scheme includes only those areas of land that need to be acquired temporarily or permanently to construct, operate and maintain the Scheme, and has sought to avoid severing land parcels wherever possible. Detailed information on each land plot and future uses is provided in the Statement of Reasons [TR010044/APP/4.1]. More information around compensation can be found at the link below. https://www.gov.uk/government/publications/compulsory-purchase-and-compensation-booklet-2-compensation-to-business-owners-and-occupiers.
Return of land post construction	Please can you confirm that the land will be offered back to the landowner post construction.			x		N	The design of the Scheme includes only those areas of land that need to be acquired temporarily or permanently to construct, operate and maintain the Scheme. Highways England is bound by legislation that requires us to give the original owner first refusal on any land identified as surplus. The scale values will be at market value and reflective of condition

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Security arrangements	Please provide further details about the security arrangements that will be put in place to protect my property both during construction and post construction.			x		N	Details of boundary treatments and features will be discussed with landowners as part of the ongoing dialogue. Details of gates, fences and other such items will be agreed if possible, during detailed design.
Temporary land take	Concerned about temporary land acquisitions during construction.			x		N	The design of the Scheme includes only those areas of land that need to be acquired temporarily or permanently to construct, operate and maintain the Scheme, and has sought to avoid severing land parcels wherever possible to preserve their future agricultural viability. Detailed information on each land plot and future uses is provided in the Statement of reasons [TR010044/APP/4.1].
Use of land post construction	Concerned about the use of land post construction, especially regarding infill lands, please provide detail as to what the plans for these infill lands will be.	x				N	Future development in the vicinity of the Scheme will be determined via conversations between the relevant planning authorities and the commercial entities. Highways England can only act as a consultee in such matters.

8.15 Theme: Economic considerations

8.15.1 **Table 8-13** summarises the matters raised in relation to the economic considerations and potential implications of the Scheme.

Table 8-13: Summary of consultee comments on the economic considerations and potential implications of the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Impacts on local businesses	Concerned about the impacts of construction works on local businesses.				x	N	Highways England have a statutory duty to maintain, upgrade and develop the road network, for the safety of all road users. While it is understood that businesses will have concerns over potential impacts, as a publicly funded body Highways England is not able to pay compensation for disruption, costs or loss of business caused by the works. Highways England will continue to engage with affected business owners. As outlined in the First Iteration Environmental Management Plan [TR010044/APP/6.8] a Community Liaison Officer, dedicated phone line and website will be available throughout construction to act as a point of contact for businesses and residents. More information on compensation for business owners and occupiers can be found here: Compensation to Business Owners and Occupiers - https://www.gov.uk/government/publications/compulsory-purchaseand-compensation-booklet-2-compensation-to-business-ownersand-occupiers Highways England has also submitted an Outline Construction Traffic Management Plan (OCTMP)

							[TR010044/APP/7.4] as part of the DCO application. This details proposals for traffic management during the construction period. Highways England will work closely with local authorities and plan activities off peak to minimise disruption for road users, local businesses and local residents and will keep people informed of any closures in advance so they can plan ahead. We are aware of the risk of rat running and will work to avoid this as much as possible.
Improving economic connectivity	The Scheme will improve economic connectivity through improving much needed transport connectivity; in line with the Cambridgeshire & Peterborough Local Industrial Strategy 2019.					N	Comment noted.
Economic effect of Covid-19	Queries related to whether the Scheme is still required in the context of Covid-19				x	N	The uncertainty around future travel behaviour brought about by the COVID-19, provide a significant challenge to assessing which investment options may suit those needs and provide the best returns. There is a need to consider how best to accommodate this uncertainty in appraisal and provide consistency across the local, regional and national portfolios. Highways England has submitted a strategy for addressing the uncertain outcomes of COVID-19 as part of the DCO application [TR010044/APP/7.11].

8.16 Theme: Borrow Pits

8.16.1 **Table 8-14** summarises the matters raised in relation to the borrow pits included in the Scheme.

Table 8-14: Summary of consultee comments on the borrow pits included in the Scheme and Highways England's response

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Details of borrow pits during construction period	Please provide further details on the borrow pits, with regards to depth of exaction, volume and type of material required from borrow pits.	x			x	N	Further information on the proposed borrow pits is provided in the Borrow Pits Optioneering Report [TR010044/APP/7.6]. Highways England will continue to engage with the host local authorities in this regard.
Ecological surveys at borrow pit sites.	It is important that detailed ecological surveys are undertaken for the proposed borrow pits, which include surveys for protected species, priority habitats/species and botanical and invertebrate assessments. These should inform the proposed detailed construction works and the restoration scheme, which should deliver measurable biodiversity net gain.		x			N	Ecological surveys have been undertaken at each of the borrow pit sites. While the Scheme is not required to deliver a biodiversity net gain across the Scheme as a whole, a net gain of 20.5% has been achieved. Further information regarding the biodiversity net gain calculation can be found within Appendix 8.19 of the Environmental Statement [TR010044/APP/6.3]. Chapter 8, Biodiversity of the Environmental Statement [TR010044/APP/6.1] describes the assessment on Biodiversity.
Hydrogeological	A comprehensive	x				N	Highways England has continued to liaise

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
Impact Assessment for borrow pits	Hydrogeological Impact Assessment will be required for the de-watering and restoration schemes proposed for each borrow pit.						with the Environment Agency in this regard.
Impact of borrow pits	Concerned about the environmental damage the borrow pits will cause.	x	x	x	x	N	Following extraction of material, the deeper borrow pits would be restored through backfilling with material that is unsuitable for engineering purposes. Sub-soil and top-soil would be replaced with the intention of returning the borrow pits to agricultural use All large infrastructure projects require materials such as soil, gravel, sand and clay for construction purposes. Borrow pits have been included within the Scheme in areas where suitable material has been found for excavation and use on site. Their inclusion brings significant benefits both to the scheme and the environment including reduction in construction vehicles on site (and associated environmental benefits). As noted the alternative to using borrow pits is to import materials from sources such as commercial clay pits or quarries, other construction projects or industrial by-products. None of these sources are available locally

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							and importing material to build the Scheme would be more costly and damaging to the environment.
Impacts of borrow pits	Concerned about the dust pollution caused by the borrow pit and the impact on the surrounding environments.	x		x		N	Dust suppression measures will be implemented to minimise the potential for dust emissions. A number of mitigation measures will be incorporated into the Scheme to reduce, remediate or compensate for effects during the anticipated three-year construction period. These detailed measures are set out in the First Iteration Environmental Management Plan [TR010044/APP/6.8].
Impact of borrow pits	Please provide further details on how the impact of borrow pits on the surrounding environment, including how noise, dust and debris will be managed during the construction period.			x	x	N	A number of mitigation measures will be incorporated into the Scheme to reduce, remediate or compensate for effects during the anticipated construction period. These detailed measures are set out in the First Iteration Environmental Management Plan [TR010044/APP/6.8].
Impact of borrow pits	Concerned about the impact of borrow pits on soil fertility.	x	x	x	x	N	Following extraction of material, the deeper borrow pits would be restored through backfilling with material that is unsuitable for engineering purposes. Sub-soil and top-soil would be replaced with the intention of

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							returning the borrow pits to agricultural use. Further information on the proposed borrow pits is provided in the Borrow Pits Optioneering Report [TR010044/APP/7.6].
Impact of borrow pits on construction	Borrow pits will reduce the impact of the construction works.	x	x	x	x	N	Comment noted.
Location of borrow pits	Please provide robust evidence that the outlined borrow pits are necessary and that there is construction material located where the proposed borrow pits are to be placed.	x		x		N	Ground investigations have been undertaken at the borrow pit sites to understand what materials are available, and this has informed the approach.
Location and size of the borrow pit	Concerned about the location and size of the borrow pits.				x	N	Ground investigations have been undertaken at the borrow pit sites to understand what materials are available, and this has informed the approach.
Process for infilling of borrow pits	It is important the Scheme investigates whether a permit will be required with regards to infilling the borrow pits.	x				N	Comment noted. Highways England has engaged with the Environment Agency with regard to the borrow pits. A Materials Management Plan (MMP) has been completed and submitted as part of the First Iteration Environmental

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							Management Plan [TR010044/APP/6.8].
Restoration of borrow pits	Please provide further detail about the use of the land following the restoration of borrow pit.	x			x	N	Following extraction of material, the deeper borrow pits would be restored through backfilling with material that is unsuitable for engineering purposes. Sub-soil and top-soil would be replaced with the intention of returning the borrow pits to agricultural use. Further information on the proposed borrow pits is provided in the Borrow Pits Optioneering Report [TR010044/APP/7.6].
Restoration of borrow pits	Please provide greater detail on the restoration of the borrow pits with regards to environmental considerations.	x	x	x	x	N	The environmental impact assessment of the borrow pit sites has been undertaken on the basis that they will be returned to agriculture.
Land take for borrow pits	We object to our land being used as a borrow pit.					N	Highways England wish to minimise the impact on the surrounding land and will only acquire the minimum area of land required for the Scheme. Highways England has engaged with all affected landowners and is committed to progressing these discussions with the ultimate aim of securing agreement between the parties and formalising this through a position statement. Detailed information on each land plot and future uses is provided in the Statement of reasons

Topic /issue	Summary	Consultee(s):				Change (Y/N):	Highways England's response (inc. the regard had to the consultation response):
		s42(1)(a)	s42(1)(b)	s42(1)(d)	s47		
							[TR010044/APP/4.1]. Further information on the proposed borrow pits is provided in the Borrow Pits Optioneering Report [TR010044/APP/7.6].

8.17 Summary of Scheme changes as a result of supplementary consultation

- 8.17.1 Respondents made a number of requests for changes to the Scheme proposals in their responses to the supplementary consultation, some of which have been adopted by Highways England.
- 8.17.2 If a request for a change has been adopted, this is indicated with a “Y” in the “Change (Y/N)” column in **Tables 8-1 to 8-14** included in sections 8.3 to 8.16. These tables outline the matters raised at supplementary consultation, along with Highways England’s response.
- 8.17.3 **Table 8-15** lists the changes that have been made to the Scheme design following consideration of the responses to the supplementary consultation.

Table 8-15: Changes to the Scheme as a result of supplementary consultation and ongoing engagement

No.	Location	Element of the Scheme and issue raised in consultation	Design change as a result of consultation response
1	North of Chawston Lane	The landowner advised that alternative access to a field from the new Roxton Road link, north of Chawston Lane was required.	In response to feedback from the landowner to the supplementary consultation and subsequent discussions, Highways England has reviewed the evidence and a new field access incorporated into the design.
2	South of Chawston Lane	The landowner requested that a replacement field access be made wider than the original design. The access is located on the new Roxton Road link, south of Chawston Lane.	In response to feedback from the landowner to the supplementary consultation and subsequent discussions, Highways England has reviewed the evidence and incorporated into the design a widened field access, at the same width of the landowner’s current access.
3	East of Black Cat roundabout	The landowner requested that the extent of a borrow pit, to the east of Black Cat, was moved to match an existing boundary bund for the former quarry site.	In response to feedback from the landowner to the supplementary consultation and subsequent discussions, Highways England has reviewed the extent of the borrow pit and the boundary of the borrow pit was moved as requested.
4	South of the B1046	The landowner advised that alternative access to a field from the B1046 was required.	In response to feedback from the landowner to the supplementary consultation and subsequent discussions, Highways England has reviewed the evidence and a new field access incorporated into the design.

No.	Location	Element of the Scheme and issue raised in consultation	Design change as a result of consultation response
5	Cambridge Road junction	A landowner requested that the extent of landscaping provision in land to the south of the new Cambridge Road junction be reviewed with a view to reducing land take.	In response to feedback from the landowner to the supplementary consultation and subsequent discussions, Highways England has reviewed the landscaping and alternative provision designed, that used less land and gave a less linear appearance to the landscaping.
6	East of Toseland Road	A landowner requested that instead of permanently acquiring land to give maintenance access to a landscaping area and watercourse, that the land be used temporarily and that permanent access rights be granted instead.	In response to feedback from the landowner to the supplementary consultation and subsequent discussions, Highways England has reviewed the request and it was agreed that the granting of permanent rights to use to the strip of land for maintenance access was sufficient.
7	North of Caxton Gibbet junction	At Caxton Gibbet, a landowner requested that the shape of a balancing pond was altered to allow better access to their remaining fields.	In response to feedback from the landowner to the supplementary consultation and subsequent discussions, Highways England has altered the shape of the pond. There is no reduction in land take, but a more useful arrangement has been provided.
8	West of the A1 junction with the B645 at St Neots	The access to an area of land identified for use as a temporary vehicle recovery compound, west of the A1, west of St Neots on the B645, had been raised as a logistical problem by a landowner who shares the access. It was requested that an alternative access be provided.	In response to feedback from one of the affected landowners to the supplementary consultation and subsequent discussions, Highways England has investigated an alternative location for the temporary access and in consultation with the main landowner a suitable new location for the access was designed.
9	West of the A1, just south of Tempsford	Area of land identified for use as a temporary recovery vehicle compound, west of the A1, near Tempsford. The owners of the land have changed their use of this land and have suggested an alternative location, still within their land, but to the north of the current proposed location.	In response to feedback from the landowner to the supplementary consultation and subsequent discussions, Highways England has reviewed the alternative proposal with the buildability contractor and their traffic management contractor, who advised that the new location was acceptable. This reduces the impact of the compound on the land uses.

9 Newly identified land interest consultation (after the supplementary consultation period)

9.1 Introduction

- 9.1.1 As a result of the ongoing diligent inquiry process and regular refreshes of land registry data⁷², new parties with an interest in land affected by the Scheme, and who had not been contacted previously, were identified after the conclusion of the formal supplementary consultation period in summer 2020. Further details on the diligent inquiry process can be found in paragraphs 3.5.15 to 3.5.20 and 3.5.32 to 3.5.36 as well as Appendix P.
- 9.1.2 These parties were identified through new information provided to Highways England, updates at HM Land Registry, and addresses and names identified through access to LexisNexis TracelQ⁷³. The newly identified land interests relate to historic rights on titles which Highways England was previously unable to identify an address for.
- 9.1.3 This chapter details the targeted approach taken to consult these land interests.
- 9.1.4 All newly identified land interests were consulted in accordance with Section 42(1)(d) of the PA 2008 and with regard to the principles of pre-application statutory consultation set out in the PA 2008 and in accordance with DCLG guidance '*The Planning Act 2008: Guidance on the pre-application process*'. Consultees were provided with the statutory requirement of a minimum period of 28 days within which to respond to the consultation.
- 9.1.5 There were a total of five newly identified parties with an interest in land affected by the Scheme. Highways England consulted these land interests between 19 September 2020 and 2 November 2020 (see **Table 9-1**). No responses were received to what is referred to as the 'newly identified land interest consultation' for the purpose of this report.

9.2 Structure of chapter

- 9.2.1 This chapter provides a summary of Highways England's approach to the newly identified land interest consultation on the Scheme once the formal supplementary consultation period had concluded. It sets out:
- a. Who Highways England consulted
 - b. What Highways England consulted on, how and when;
 - c. The mechanisms Highways England put in place to gather feedback

⁷² Further information on the diligent inquiry process is found in Chapter 3 (paragraphs 3.5.15 to 3.5.19 and from 3.5.32 to 3.5.36).

⁷³ See Chapter 6, paragraph 6.5.10 for more information on this online search facility.

9.3 Who Highways England consulted, how and when

- 9.3.1 Once the formal supplementary consultation period in summer 2020 had concluded, Highways England wrote to s42(1)(d) consultees who had been identified since the supplementary consultation had taken place and were considered to be affected by the Scheme.
- 9.3.2 The consultation letter made clear that the identification of all land interests to which the Scheme relates is an ongoing process and will continue to be finalised prior to submission of the application for development consent. It also stated that there have been a number of changes to the proposed boundaries of the Scheme and these changes may have resulted in their interest in land now being included. A template of the letter sent can be found at Appendix R1.
- 9.3.3 The letter advised the newly identified s42(1)(d) consultees that statutory consultation had taken place on the Scheme in 2019 and a further supplementary consultation had recently followed between 24 June and 28 July 2020. A link was provided to the Scheme web pages through which the materials from both consultations could be obtained and it was explained that as the recipient of the letter had recently been identified as a person with a potential interest in land forming part of the Scheme, they could not have been consulted at that time.
- 9.3.4 Each newly identified s42(1)(d) consultee received a USB memory stick enclosed with their letter which included the following material⁷⁴ from the 2020 supplementary consultation:
- a. Supplementary consultation booklet
 - b. Supplementary consultation response form
 - c. Map Book 1 – Updated General Arrangements (including location of proposed design changes)
 - d. Map Book 2 – Updated land use plans
 - e. Map Book 3 – Changes to the development boundary (known as the Order Limits) plans
 - f. Map Book 4 – Changes to the permanent land acquisition plans
 - g. Guide to the Map Books
 - h. Borrow pits factsheet
- 9.3.5 In addition to the USB memory stick, the newly identified s42(1)(d) consultees received the following documents in hard copy:
- a. Map Book 2 – Updated land use plans
 - b. Map Book 3 – Changes to the development boundary (known as the Order Limits plans)

⁷⁴ In the letter sent to s42(1)(d) consultees there were slight variations to how some of the documents were referred to. See Chapter 6 for more information. The consultation material listed at paragraph 9.3.4 can also be found in Appendices Q2 to Q9.

- c. Map Book 4 – Changes to the permanent land acquisition plans
- d. Guide to the Map Books
- e. Borrow pits factsheet
- f. Formal notice of the Scheme⁷⁵

- 9.3.6 The letters included a link to the Scheme web pages where consultees could view other Scheme information and access the virtual consultation room; and a link to the Planning Inspectorate's website where more information on Development Consent Orders can be found.
- 9.3.7 Information was also included on how to request a hard copy of any of the material provided on the USB memory stick that wasn't already enclosed.
- 9.3.8 The letters were sent on 17 September 2020 and 2 October 2020 via Royal Mail **Signed For® 1st Class** in order to arrive on or before the first day of the advised consultation period (see **Table 9-1** for details and Appendix R1 and R2).

Feedback mechanisms

- 9.3.9 The s42(1)(d) consultees were able to provide feedback on the Scheme in the following ways⁷⁶:
- a. by submitting comments via email to info@a428.co.uk
 - b. by writing to the Freepost address stated⁷⁷
- 9.3.10 In the letters Highways England invited the consultees to contact them with any queries and suggested that if preferable, a one-to-one meeting could be arranged to discuss the specific impact of the Scheme on the respective land interest(s).

Virtual consultation room

- 9.3.11 As referenced in Chapter 6 (paragraph 6.10.2), the virtual consultation room remained accessible online after the formal supplementary consultation closed so that consultees could visit and view materials if they wanted to.
- 9.3.12 See Chapter 6 (section 6.10) and Appendix Q12 for more information including what the 360° virtual consultation room contained and looked like.

⁷⁵ Highways England also enclosed within the letter the formal Section 48 notice of the Scheme that was published in line with the statutory consultation in 2019. The letter made clear that the events listed in the notice related to the statutory consultation in 2019.

⁷⁶ The first letter, sent on 17 September 2020, stated incorrectly that recipients could also respond to the consultation via the Scheme web pages. No enquiries were received regarding accessing the response form via the website from any of the three recipients. As per paragraph 9.1.5, no responses were received to the consultation during the advised consultation periods.

⁷⁷ The first letter, sent on 17 September 2020, advised the recipient that they could respond to the consultation in writing to 'FREEPOST, A428 Consultation. The second letter sent on 2 October 2020 included a different FREEPOST address (FREEPOST, A428 Black Cat to Caxton Gibbet) though both were directed to Highways England.

When Highways England consulted

- 9.3.13 Highways England consulted the newly identified land interests between 19 September 2020 and 2 November 2020. **Table 9-1** sets out the dates on which the consultation letters were issued, the respective consultation periods, and the number of s42(1)(d) consultees who received each letter.

Table 9-1: Details of Section 42(1)(d) newly identified land interest consultation letters (after the supplementary consultation period)

Date letter issued	Consultation period	No. of recipients
17 September 2020	19 September 2020 - 19 October 2020	3
2 October 2020	5 October 2020 - 2 November 2020	2

- 9.3.14 The issue of letters was planned so that the 28-day period could commence after the s42(1)(d) consultees received the consultation documents (s45 PA 2008). The template for each letter is included in Appendix R.

Statistical summary of responses received

- 9.3.15 As mentioned at paragraph 9.1.5, none of the s42(1)(d) consultees contacted responded to the newly identified land interest consultation.

10 Land interest additional consultation

10.1 Introduction

- 10.1.1 Following the supplementary consultation in summer 2020, further engagement with affected parties, and the progression of the Scheme design, a number of changes were made to the Scheme. Some of these changes represented new or different impacts for the affected land interests compared to those presented during the supplementary consultation (see Chapter 6 for more information on the supplementary consultation). The consultation with these parties⁷⁸ which followed as a result is referred to as 'land interest additional consultation'.
- 10.1.2 This chapter details the process through which these land interests were consulted in a targeted approach, the responses received and how Highways England has had regard to the responses received.
- 10.1.3 Although non-statutory in nature, consultation with affected land interests was conducted having regard to the principles of pre-application statutory consultation set out in the PA 2008. Consultees were provided with the statutory requirement of a minimum period of 28 days within which to respond to the consultation.

10.2 Structure of chapter

- 10.2.1 This chapter provides a summary of Highways England's approach to the land interest additional consultation on the Scheme once the formal supplementary consultation period had concluded. It sets out:
- a. Who Highways England consulted; what Highways England consulted on, how and when; the mechanisms Highways England put in place to gather feedback; and how the responses were analysed.
 - b. A statistical summary of responses received.
 - c. A summary of matters raised by affected s42(1)(d) consultees⁷⁹.
- 10.2.2 Section 10.4 provides details of all the matters raised in the responses received during the land interest additional consultation. If changes were suggested but not taken forward, the reason for this is explained in Highways England's response included in Part 2 of Appendix V.
- 10.2.3 Part 2 of Appendix V details how Highways England has had regard to the matters raised in the responses received to the land interest additional consultation.

⁷⁸ The affected land interests identified included a number of s42(1)(a) prescribed consultees (as per the list of consultation bodies provided under Regulation 11(1)(a) of the EIA Regulations, found in Appendix E) however for the purpose of this consultation they have been considered as s42(1)(d) consultees and are reported as such within this chapter.

⁷⁹ See previous footnote.

10.3 Who Highways England consulted, how and when

- 10.3.1 In October 2020, Highways England commenced consulted affected land interests who had been previously contacted as part of the 2020 supplementary consultation to notify them that the impacts on their land had changed. This was due to changes made to the development boundary (known as the Order Limits) since the supplementary consultation had concluded.
- 10.3.2 Enclosed with their letter (the template for which can be found in Appendix S1), each s42(1)(d) consultee affected by the changes made to the development boundary (known as the Order Limits) since the supplementary consultation in summer 2020, received a bespoke hard copy plan(s) showing how a specific proposed change(s) affect the land in which Highways England believed the recipient held an interest.
- 10.3.3 The letter explained how, in addition to taking into account the feedback Highways England received during the 2019 and 2020 consultation, the Scheme design had been further developed as a result of more detailed discussions with statutory bodies, local authorities and landowners on how best to build the Scheme with least impact to the local community and environment.
- 10.3.4 The letters also included a link to the Planning Inspectorate's website where more information on Development Consent Orders can be found.
- 10.3.5 The letters were sent via Royal Mail **Signed For® 1st Class** on 2 October 2020 in order to arrive on or before the first day of the advised consultation period.
- 10.3.6 In some cases, the change(s) to the Order Limits were made in response to land interest requests or a reduction in the rights sought over land, so it was not deemed necessary for these changes to be consulted on. A letter was issued on 6 November 2020 to inform these land interests of the changes and that they were not being consulted further. The letter stated that there would be an opportunity to be involved in the Examination process going forward, once the Scheme had been accepted. A template of the letter sent can be found at Appendix S2.
- 10.3.7 Details of the letters described in paragraphs 10.3.1 to 10.3.6 are included in **Table 10-1**.

Feedback mechanisms

- 10.3.8 The s42(1)(d) consultees were able to provide feedback on the Scheme in the following ways:
- a. By submitting comments via email to info@a428.co.uk
 - b. By writing to the Freepost address: FREEPOST, A428 Black Cat to Caxton Gibbet.
- 10.3.9 In the letters Highways England invited the consultees to contact them with any queries and suggested that if preferable, a one-to-one meeting could be arranged to discuss the specific impact of the Scheme on the respective land interest(s).

Virtual consultation room

- 10.3.10 As referenced in Chapter 6 (paragraph 6.10.2), the virtual consultation room remained accessible online after the formal supplementary consultation closed so that consultees could visit and view materials if they wanted to.
- 10.3.11 See Chapter 6 (section 6.10) and Appendix Q12 for more information including what the 360° virtual consultation room contained and looked like.

When Highways England consulted

- 10.3.12 The land interest additional consultation was undertaken between 5 October and 2 November 2020 (a period of 28 days as per the statutory requirement). The issue of letters was planned so that the 28-day period could commence after the s42(1)(d) consultees received the consultation documents (s45 PA 2008).
- 10.3.13 **Table 10-1** sets out the date on which the consultation letter was issued to affected land interests, the duration of the consultation period and the number of s42(1)(d) consultees who received the letter. The template for each letter is included in Appendix S.

Table 10-1: Details of Section 42(1)(d) letters issued in relation to the land interest additional consultation

Purpose of letter	Date letter issued	Consultation period	No. of recipients
To consult land interests for whom impacts had changed due to changes made since the supplementary consultation.	2 October 2020	5 October - 2 November 2020	42
To inform land interests of changes which have been made either in response to their request or which reduce the rights sought over their land. The letter therefore advises further consultation is not required.	6 November 2020	NA	64

10.4 Summary of responses to the land interest additional consultation

- 10.4.1 Highways England has considered a consultation response to be any written communication from a consultee received through the advised channels via email or post during the land interest additional consultation period.
- 10.4.2 Any comments on social media were not captured as formal consultation responses. All those that engaged with the project team via social media were encouraged to submit a formal response to the consultation via the channels listed at paragraph 10.3.8, where appropriate. Information on the channels through which consultation responses should be submitted was provided in the targeted consultation letters.
- 10.4.3 All responses to the land interest additional consultation were analysed using the same methodology as was used for the statutory and supplementary consultation. This methodology is outlined in Chapter 4 (section 4.3).

Statistical summary of responses received

- 10.4.4 Five s42(1)(d) consultees⁸⁰ responded to the land interest additional consultation.
- 10.4.5 All of the responses were received via email.

Summary of matters raised by affected section 42(1)(d) consultees

- 10.4.6 This section provides a summary of the comments provided in response to the land interest additional consultation.
- 10.4.7 **Tables 10-2 to 10-6** provide a summary of the matters raised by each s42(1)(d) consultee.
- 10.4.8 Part 2 of Appendix V provides the full set of individual responses received to the land interest additional consultation and sets out how Highways England has had regard to these responses in accordance with s49 of the PA 2008. Comments from s42(1)(d) consultees are listed verbatim and the identities of private individuals are not included for data protection purposes; land interests have been assigned a unique code. Similarly, responses have been anonymised where necessary to protect personal information (in accordance with the General Data Protection Regulations).
- 10.4.9 Upon considering all responses received to the land interest additional consultation, no changes have been made to the Scheme as a result.

Summary of responses to the additional land interest consultation from Section 42(1)(d) – land interests

Table 10-2: Anglian Water Services Ltd comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	Proposed changes in relation to the temporary and permanent acquisition of land as shown on the plan provided do not appear to raise any issues of relevance to Anglian Water as an infrastructure provider.
Suggestions	Anglian Water Services need to access and maintain infrastructure both during and after construction of the proposed highway improvements. Request that protective provisions are included in the wording of the Draft DCO to avoid any potential. Our preferred wording has been shared with Highways England and further discussion prior to DCO submission requested.

⁸⁰ Whilst Anglian Water Services Ltd and National Grid Gas PLC are both listed as a s42(1)(d) consultees in **Tables 10-2** and **10-3** for the purpose of this consultation, they are also s42(1)(a) prescribed consultees (as per the list of consultation bodies provided under Regulation 11(1)(a) of the EIA Regulations, found in Appendix E).

Table 10-3: National Grid Gas PLC comments

Supportive comments	National Grid Gas Transmission has no apparatus in the area affected by the proposed changes to the Order Limits in the vicinity of Potton Road to the south of St Neots.
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	No comments.

Table 10-4: Landowner Ref W9 comments

Supportive comments	No comments.
Opposing comments or concerns	- Object to the Scheme impeding use of the land for the production of crops. - Concern regarding longer-term retention of a defensible boundary and the cultivation of a strong hedgerow. - Object to permanent rights for the maintenance of an underground utility that passes on or directly adjacent to land lying to the south east of Morris Walk, Wyboston. This land was originally identified as a landscaping zone in the original Development Consent Order proposals, however this was dropped in favour of reducing the area of land affected by the proposals.
Neutral comments	No comments.
Suggestions	- The landscaping buffer should be reinserted and the retained highway extended. The landscape buffer offered mitigation from the visual impact of the new dual carriageway and the noise emanating from traffic using it. - Request that the permanent land acquisition extends to land owned, or the utility is designed such that it does not enter the land owned or get so close to the land that maintenance would have an undesirable impact on the landowner's land and effect agricultural holding.

Table 10-5: Landowner Ref W29 comments

Supportive comments	No comments.
Opposing comments or concerns	- Concern over the track remaining in the ownership of the landowner and this to be reflected in current plans. - Concerns of maintenance of damage caused by Highways England usage.
Neutral comments	No comments.
Suggestions	No comments.

Table 10-6: Landowner Ref W30 and W31 comments

Supportive comments	No comments.
Opposing comments or concerns	• Will submit formal objections if matters identified in supplementary consultation REF DR-CH-4004 P01 are not addressed. • Concerns regarding the reinstatement of land drainage which are to be re-aligned during the Scheme. • Concerns regarding requirement and need for lighting and illuminated structures. • Concern regarding noise implications on the farmhouse and two farm cottages, both during construction and on completion of the Scheme. The inclusion of noise bunds is welcomed but request details of how high the bunds will be. • Concern regarding access to one of the cottages which will be permanently acquired over half of the carriageway width. Insufficient space has been provided for larger delivery vehicles making this property inaccessible. • The farm shall now be acquired on a temporary basis and ownership will revert to landowner with rights for Highways England to access over this road. No details have been provided over the access requirements (permanent rights) or for gating the road, to prevent unauthorised access. • Concerns over access to one of the cottages not being addressed in recent consultations. • Concerns the proposed Scheme will cause a loss of income due to the inability to let properties.
Neutral comments	• Clarification sought regarding landscaping strategy and boundary treatments together with who will be responsible of the landscaped areas shown within the Scheme. • Clarification sought regarding whether loss of income from rental properties impacted by the Scheme will be compensated by Highways England. • Clarification sought regarding whether all new proposed accesses to be provided have turning circles are sufficient for modern farm machinery.
Suggestions	• Request that the full highway width remains in place to serve the property and for stakeholder to take ownership of this land. • Request that the existing access to the farm remains unchanged. • Request continued access is maintained to all of the fields during construction and thereafter to minimise disruption to farming operations. • Request access to one of the cottages shall remain in situ from Potton Road and that this will not be interrupted as part of the Scheme. • Proposed land to be used for construction and compound area to the rear of the cottages is considered unnecessary due to the impact on the residents. Requested this area is removed from the Scheme. No alterations or mitigation proposals to this area have been included on the latest plans.

11 High Pressure Gas Pipeline diversion consultation

11.1 Introduction

- 11.1.1 The Scheme includes the diversion of a high-pressure gas pipeline (Work No. 51) (HP Gas Pipeline) which will be treated as a Nationally Significant Infrastructure Project (NSIP) if it meets the thresholds as set out in section 20 of the PA 2008, when constructed. The Pipeline Statement [TR010044/APP/7.8] sets out the thresholds contained in the PA 2008.
- 11.1.2 Since the supplementary consultation in summer 2020, and as the Scheme design developed, Highways England continued to review the extent to which utility diversions forming part of the Scheme would qualify as NSIPs in their own right. To build the Scheme, Highways England need to divert the HP Gas Pipeline which is operated by Cadent Gas Limited. The pipeline is within the existing Order Limits and runs parallel to the East Coast Main Line, to the east of the River Great Ouse in Tempsford, Central Bedfordshire. The HP Gas Pipeline will require diversion to facilitate construction of the Scheme. This diversion has always formed part of the Scheme, and was included in the statutory consultation in 2019⁸¹, however to the extent that the diversion satisfies the criteria to be considered an NSIP under section 20 of the PA 2008, the diversion will be treated as an NSIP in its own right.
- 11.1.3 Due to the potential change in status of the HP Gas Pipeline diversion, in November 2020, Highways England undertook further targeted, non-statutory, consultation on this aspect of the Scheme. It was not considered necessary to undertake further statutory consultation given that the Scheme itself had not changed. As explained above, the HP Gas Pipeline diversion forms part of the Scheme for which statutory consultation was undertaken in 2019.
- 11.1.4 The further consultation on the HP Gas Pipeline diversion has followed the principles of pre-application statutory consultation as set out in the PA 2008 and in accordance with DCLG guidance '*The Planning Act 2008: Guidance on the pre-application process*'. Consultees were provided with the statutory requirement of a minimum period of 28 days within which to respond to the consultation. As this was further targeted consultation, consultees were invited to comment specifically on the proposed HP Gas Pipeline diversion in the knowledge that it may be treated as an NSIP, rather than wider aspects of the Scheme, which had already been subject to considerable consultation.
- 11.1.5 For the purpose of this chapter and report, this consultation is referred to as the HP Gas Pipeline diversion consultation.

⁸¹ Volume 1 of the PEI Report (page 18) sets out the key activities that are likely to be undertaken during construction for the Scheme, one of which is the diversion of utilities. PEI Report Volumes 1 and 2 are available on Highways England's consultation hub at <https://highwaysengland.citizenspace.com/he/a428-black-cat-to-caxton-gibbet-improvements> (these documents are too large to append to this report).

11.2 Structure of chapter

- 11.2.1 This chapter provides a summary of Highways England's approach to the HP Gas Pipeline diversion consultation. It sets out:
- An overview of the HP Gas Pipeline diversion consultation undertaken on the Scheme between 11 November and 18 December 2020 in accordance with the PA 2008, summarising the purpose; who Highways England consulted and when; what Highways England consulted on and how; the mechanisms Highways England put in place to gather feedback; and how the responses were analysed.
 - A statistical summary of responses received.
 - A summary of matters raised by affected s42(1)(a) and (d) consultees.
- 11.2.2 Section 11.4 provides details of all the matters raised in the responses received during the HP Gas Pipeline diversion consultation. If changes were suggested but not taken forward, the reason for this is explained in Highways England's response included in Part 3 of Appendix V.
- 11.2.3 Part 3 of Appendix V details how Highways England has had regard to the matters raised in the responses received to the HP Gas Pipeline diversion consultation.

11.3 Consultation on HP Gas Pipeline diversion

- 11.3.1 This targeted consultation sought the views of prescribed consultees, local authorities and land interests who had been identified to be affected by the diversion of the HP Gas Pipeline operated by Cadent Gas Limited.
- 11.3.2 While the consultation was targeted in the sense that only affected s42(1)(a), (b) and (d) consultees were notified by letter, Highways England was prepared to accept responses from anyone who wished to provide comments. Indeed, the consultation was also supported by wider consultation publicity as set out below.

Who Highways England consulted, and when

- 11.3.3 On 10 November 2020, Highways England wrote to s42(1)(a), (b) and (d) consultees who were identified to be affected by or who may have an interest in the HP Gas Pipeline diversion. A list of these consultees and land interests can be found in Appendix T1⁸².
- 11.3.4 As a result of the potential change in status and extent of the diversion, Highways England consulted on the diversion only.
- 11.3.5 Although non-statutory in nature, Highways England used the consultee groups as defined by the PA 2008 as a guide to determine who should be targeted in this consultation. As a result of this, Highways England consulted with the following groups and individuals as defined by the PA 2008:
- Those prescribed consultees, including statutory undertakers as prescribed by Schedule 1 of the APFP Regulations (in accordance with APFP Regulation

⁸² This list of consultees identified for the HP Gas Pipeline diversion is different to the list of prescribed consultees identified and consulted for the statutory consultation that can be found in Appendix J.

3), who Highways England considered might have an interest in or be affected by the HP Gas Pipeline diversion.

- b. Local authorities in line with PA 2008 s42(1)(b)
- c. Those who own, occupy or have a legal interest in land that would be affected by the HP Gas Pipeline diversion (s42(1)(d) consultees).
- d. The wider public (s47 consultees)⁸³, via information published on the Scheme web pages and through notices placed in various newspapers (see paragraphs 11.3.15 to 11.3.18 and **Table 11-1**).

11.3.6 The HP Gas Pipeline diversion consultation was undertaken between 11 November and 18 December 2020 (a period of 37 days). This was planned to exceed the statutory requirement of a minimum period of 28 days within which to respond following the day on which the s42 consultees received the consultation documents (s45 PA 2008).

What Highways England consulted on: HP Pipeline diversion

- 11.3.7 Enclosed with their letter (the template for which can be found in Appendix T2 and T3), each s42 consultee received a hard copy plan (Appendix T4) showing the limits of the possible extent of the diversion.
- 11.3.8 S42(1)(d) consultees also received a second plan (Appendix T5) showing the change to the land and rights required to deliver the diversion. The letter explained an area of land as shown on the plan had been changed from temporary possession only, to temporary possession with permanent rights, in order to facilitate the diversion of the pipeline from its current alignment.
- 11.3.9 The templates for the different letter variations sent as part of this consultation, their accompanying enclosed plans and a list of the respective recipients can all be found in Appendix T.
- 11.3.10 In addition to providing helpful background including the HP Gas Pipeline diversion's association to the Scheme, the letters contained information on how to find out more and how to respond to the consultation.
- 11.3.11 As the Scheme is an Environmental Impact Assessment (EIA) development as defined by the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations), Highways England has submitted an Environmental Statement as part of the application for development consent. To support the HP Gas Pipeline diversion consultation, Highways England referred consultees to the Preliminary Environmental Information (PEI) Report previously prepared for the 2019 consultation which identifies the diversion of utilities as one of the activities to be undertaken during the construction of the Scheme.
- 11.3.12 It explained that archaeological assets have been identified in the location of the diversion and how the PEI Report previously prepared for the 2019 consultation would help consultees to understand the likely effects of the Scheme on the historic environment.

⁸³ Whilst the consultation material was publicly available via the Scheme webpages, Highways England made clear in the accompanying text that it was consulting 'anyone who may be affected' by the HP Gas Pipeline diversion.

- 11.3.13 The letters also included a link to the Planning Inspectorate's website where more information on Development Consent Orders can be found.
- 11.3.14 All letters were sent via Royal Mail **1st Class** in order to arrive on or before the first day of the advised consultation period (11 November 2020).

Wider consultation publicity

- 11.3.15 To support the delivery of the consultation, Highways England placed notices in the local and national print and online newspapers listed in **Table 11-1**.
- 11.3.16 Although not legally required, Highways England followed the same approach as for the statutory and supplementary consultation on the Scheme by producing notices in the same format and placed them in the same section of the publications.
- 11.3.17 The notice for the HP Gas Pipeline diversion consultation as it appears in the various publications (clearly confirming the name of the publication and the date) can be found in Appendix T7 to T15.

Table 11-1: Newspapers in which the HP Gas Pipeline diversion consultation notices were published

Name:	Week 1:	Week 2 (local only):
National newspaper(s)		
The London Gazette	13 November 2020	N/A
The Guardian	13 November 2020	N/A
The Times	13 November 2020	N/A
Local newspaper(s)		
Cambridge News	12 November 2020	19 November 2020
The Hunts Post	11 November 2020	18 November 2020
Bedford Times & Citizen	12 November 2020	19 November 2020

- 11.3.18 The Scheme web pages were also updated with information on the HP Gas Pipeline diversion consultation where both the notice, and the plan(s) enclosed with the s42 consultation letters (see paragraphs 11.3.3 and 11.3.7 and 11.3.8), were made available to view. The update made to the Scheme webs pages can be found at Appendix T6.

Feedback mechanisms

- 11.3.19 Consultees were able to provide feedback on the HP Gas Pipeline diversion in the following ways:
- by submitting comments via email to info@a428.co.uk
 - by writing to the Freepost address: FREEPOST, A428 Black Cat to Caxton Gibbet

11.4 Summary of responses to the HP Gas Pipeline diversion consultation

- 11.4.1 Highways England has considered a consultation response to be any written communication received via email or post during the HP Gas Pipeline diversion consultation period that was about the diversion or the wider Scheme.
- 11.4.2 Any comments on social media were not captured as formal consultation responses. All those that engaged with the project team via social media were encouraged to submit a formal response to the consultation via the channels listed at paragraph 11.3.19, where appropriate.
- 11.4.3 All responses to the HP Gas Pipeline diversion consultation were analysed using the same methodology as was used for the statutory and supplementary consultation. This methodology is outlined in Chapter 4 (section 4.3).

Statistical summary of responses received

- 11.4.4 In total five responses were received to the HP Gas Pipeline diversion consultation.
- 11.4.5 **Table 11-2** provides a breakdown of the responses received under each consultee strand. In total, five responses were received from s42 consultees and no responses from s47 consultees.

Table 11-2: Breakdown of responses to the HP Gas Pipeline diversion consultation by consultee strand

Consultee strand	Strand reference	Number of responses to the HP Gas Pipeline diversion consultation
Prescribed consultees	Section 42(1)(a)	4
Local authorities	Section 42(1)(b)	0
Land interests	Section 42(1)(d)	1
Local community	Section 47	0

Summary of matters raised by consultees

- 11.4.6 This section provides a summary of the comments provided in response to the HP Gas Pipeline diversion consultation.
- 11.4.7 **Tables 11-3 to 11-7** provide a summary of the matters raised by each responding body. The summaries are presented by consultee strand.
- 11.4.8 Part 3 of Appendix V provides the full set of individual responses received to the HP Gas Pipeline diversion consultation, listed verbatim, and sets out how Highways England has had regard to these responses in accordance with s49 of the PA 2008.
- 11.4.9 Upon considering all responses received to the HP Gas Pipeline diversion consultation, no changes have been made to the Scheme as a result.

Summary of responses to the HP Gas Pipeline diversion consultation from Section 42(1)(a) – prescribed consultees

Table 11-3: Health and Safety Executive comments

Supportive comments	The diversion of pipelines will not be in HSE's inner zone; based on the diversions HSE would not advise against the proposal.
Opposing comments or concerns	No comments.
Neutral comments	- Two major accident hazard pipelines are within the proposed DCO application boundary. - No comments on explosive sites and electrical safety. - Clarification sought regarding whether proposed development would fall within any of HSE's consultation distances.
Suggestions	Hazardous Substances Consent would be required to store or use any of the Named Hazardous Substances or Categories of Substances at or above the controlled quantities set out in Schedule 1 of these Regulations. Information should be sought from the Hazardous Substances Authority.

Table 11-4: Network Rail comments

Supportive comments	No comments.
Opposing comments or concerns	- Insufficient information on diversion of a high-pressure gas main in proximity to the railway boundary to help facilitate the construction of the new bridge. Impacts cannot be fully assessed and will require further information. - Network Rail will be seeking protection from the exercise of compulsory purchase powers over operational land either for permanent or temporary purposes.
Neutral comments	- Require appropriate asset protection measures deemed necessary by Network Rail to protect the operational railway and stations. - Prepared to discuss the inclusion of Network Rail land or rights over land subject to there being no impact on the operational railway, all required consents being in place and terms agreed in advance.
Suggestions	- Developer must liaise closely with Network Rail Asset Protection and Property Teams to acquire the necessary licences/land ownership rights to implement the Scheme. - A condition of the Order would be that detailed plans of the new bridge over the ECML and the gas main diversion are to be agreed in writing before development can commence. - Network Rail standard protective provisions to be included in the DCO. - Ensure construction and subsequent maintenance can be carried out without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land, including security of the railway boundary. - Wish to agree protection for the railway during construction and to protect our undertaking and land interests.

Table 11-5: Historic England comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	Unless the scope and nature of the works proposed to facilitate the diversion are changed Historic England can confirm we would not have further advice to offer on this element of the Scheme at this time.
Suggestions	No comments.

Table 11-6: Public Health England comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	No comments.
Suggestions	Would expect the environmental implications of this diversion to be included in the Environmental Statement, with any potential human health impacts assessed. This should cover construction and maintenance impacts of the gas line.

Summary of responses to the HP Gas Pipeline diversion consultation from Section 42(1)(d) – land interests

Table 11-7: Cadent Gas Ltd comments

Supportive comments	No comments.
Opposing comments or concerns	No comments.
Neutral comments	Cadent Gas are currently undertaking a Design Study which will provide further information on the available route options and appropriate assessments required for a section of the existing 12 inch steel, Girtford to Horsey Lock high pressure pipeline.
Suggestions	Cadent Gas has insufficient information to confirm whether the diversion is defined as an NSIP but Cadent requests a copy of the draft DCO application documentation in advance of the submission to be able to confirm its view.

12 Conclusion

12.1 Compliance with advice and guidance

- 12.1.1 Highways England carried out comprehensive pre-application statutory consultation on the Scheme between 3 June 2019 and 28 July 2019. The statutory consultation process has met the requirements of the PA 2008, the EIA Regulations and the APFP Regulations, and has followed relevant advice and guidance published by the Planning Inspectorate and UK Government, as set out in the compliance checklist at Appendix A.
- 12.1.2 A wide range of stakeholders have been engaged. They have influenced the choice of options and decisions made for the Scheme throughout its development, including via a non-statutory consultation on route and Black Cat roundabout options in early 2017 (see Chapter 2, sections 2.3 to 2.5).
- 12.1.3 For the pre-application statutory consultation, Highways England prepared a draft SoCC which set out how it proposed to consult people living in the vicinity of the Scheme about the proposed application in accordance with s47 of the PA 2008 and regulation 12 of the EIA Regulations. In accordance with s47(2) of the PA 2008, Highways England consulted the following local authorities on the contents of the draft SoCC: Bedford Borough Council, Cambridge City Council, Cambridgeshire County Council, Central Bedfordshire Council, Huntingdonshire District Council, Milton Keynes Council and South Cambridgeshire District Council (for more information see Chapter 3, section 3.4).
- 12.1.4 Highways England had regard to the comments made by these local authorities and published the finalised SoCC on 3 June 2019. The pre-application statutory consultation was undertaken in accordance with the commitments set out in the SoCC, except as explained in Chapter 3 (paragraphs 3.9.3 to 3.9.8), and in compliance with s42, s47 and s48 of the PA 2008 and the APFP Regulations from 3 June 2019 to 28 July 2019 as set out in Chapter 3 and Appendix A.
- 12.1.5 Highways England received 925 responses to the statutory consultation. Respondents raised a wide range of matters which Highways England, categorised according to a series of themes which capture those matters. These principal themes are described in Chapter 4 (section 4.3). Highways England has complied with s49 of the PA 2008 by demonstrating in Chapter 5 of this report that it has had regard to all of the statutory responses received and the comments raised.
- 12.1.6 Taking into consideration the responses received to the statutory consultation, a number of changes were made to the Scheme proposals, resulting in the supplementary consultation which was undertaken in summer 2020 and to which Highways England received 389 responses (for more information see Chapters 6 to 8).
- 12.1.7 Highways England then undertook the following additional consultations; the feedback from which have subsequently been incorporated into the Scheme's design:
 - a. Newly identified land interest consultation (for more information see Chapter 9)

- b. Land interest additional consultation (for more information see Chapter 10)
- c. HP Gas Pipeline diversion consultation (for more information see Chapter 11)

12.1.8 While not every consultation on the Scheme was statutory in nature it was conducted having regard to the principles of pre-application statutory consultation set out in the PA 2008 and in accordance with DCLG guidance '*The Planning Act 2008: Guidance on the pre-application process*'. Consultees were provided a minimum period of 28 days within which to respond to the consultation, and exceeded this statutory requirement for the route and Black Cat roundabout options consultation in 2017 (7 weeks); statutory consultation in 2019 (8 weeks); and supplementary consultation in 2020 (5 weeks).

12.1.9 The proposed approach to undertaking consultation with the wider community in 2019 and 2020 was also shared with the local authorities through Highways England's consultation on the SoCC (see Chapter 3, section 3.4) and in seeking their views on plans for delivering the supplementary consultation during the COVID-19 pandemic (see Chapter 6, paragraphs 6.3.4 to 6.3.5).

12.2 Technical engagement undertaken throughout the development of the Scheme

12.2.1 To help further refine the Scheme in the period following the non-statutory consultation in 2017 and before submitting its application for development consent, Highways England undertook additional technical engagement with the affected local authorities, alongside the established Technical Working Group meetings which they were also invited to attend. Details of these engagement activities are provided in **Table 12-1**.

Table 12-1: Technical engagement with local authorities (since route and Black Cat roundabout options consultation in early 2017)

Stakeholder	Activity	Date	Engagement topic and description
Bedford Borough Council, Cambridge City Council, Cambridgeshire County Council	Meeting	8 August 2017	A meeting was held with the lead local flood authorities and internal drainage board for a discussion on flood risk.
Bedford Borough Council	Meeting	24 January 2018	A meeting was held to introduce the Scheme, discuss the highways design and how the Scheme will impact roads within the local authority's jurisdiction. The affected side roads, public rights of way and de-trunking were also covered.
Central Bedfordshire Council	Meeting	29 January 2018	A meeting was held to introduce the Scheme and discuss the Scheme's impact on side roads within Central Bedfordshire Council's jurisdiction as well as de-trunking extents and requirements.
Central Bedfordshire Council	Meeting	29 January 2018	A meeting was held with the local authority to discuss and understand the issues associated with waste material that has been

Stakeholder	Activity	Date	Engagement topic and description
			placed on land to the north west of Black Cat Junction on the site of a proposed lorry park and the associated Enforcement Notice that has been imposed by Central Bedfordshire Council (CBC), on behalf of Bedford Borough Council (BBC). The meeting also discussed the status of the gravel pits in operation on the eastern side of the Black Cat Junction.
Bedford Borough Council	Meeting	06 February 2018	A meeting was held to discuss the plans for public rights of way that are affected by the Scheme.
Cambridgeshire County Council	Meeting	07 February 2018	A meeting was held to introduce the programme for the Scheme and discuss the highways design, de-trunking, affected side roads and public rights of way.
Cambridgeshire County Council	Meeting	15 March 2018	A meeting was held to discuss the plans for public rights of way that are affected by the Scheme and non-motorised users facilities. The role of Highways England's Designated Funds was also shared with the local authority.
Central Bedfordshire Council	Meeting	18 May 2018	Highways England held a meeting to discuss the options for the Barford Road realignment.
Central Bedfordshire Council	Meeting	23 May 2018	A meeting was held to discuss the updated traffic modelling and environmental surveys with the authority.
Bedford Borough Council, Central Bedfordshire Council, Huntingdonshire District Council, South Cambridgeshire District Council	Meeting	3 July 2018	A presentation was given on the Landscape visual impact assessment (LVIA) viewpoints to landscape officers. The ongoing nature of consultation was discussed, and Highways England invited further thoughts on the initial viewpoint selections for LVIA photomontages, so that they could brief surveyors in August 2018.
Bedford Borough Council, Cambridgeshire County Council	Meeting	18 September 2018	A meeting was held to give an introduction to the Scheme and programme and approach to assessment of significance of heritage assets.
Cambridgeshire County Council	Meeting	12 November 2018	This meeting called by Highways England focused on the role of Designated Funds and specific areas within the local authorities' area.
Bedford Borough Council	Meeting	15 November 2018	Highways England held a meeting to discuss the Roxton Road link and how it had been designed with the local authority. The local authority made requests for what they would like to be changed and Highways England

Stakeholder	Activity	Date	Engagement topic and description
			amended the design accordingly. Stakeholder communications for the area affected were also discussed.
Bedford Borough Council	Meeting	17 December 2018	A meeting was held with Bedford Borough Council to discuss the relocation of two bus lay-bys that are located on the A1 northbound and southbound carriageways between Wyboston and Black Cat junction, the safety of both bus lay-bys was also discussed.
Bedford Borough Council, Cambridgeshire County Council, Central Bedfordshire Council	Meeting	30 April 2019	A meeting was held to give an update on the programme and work to date, including the aerial photography and geophysical survey. There was discussion of the trenching strategy that led to an agreement that a percentage coverage was not a ubiquitous measure and that trenching could be intensified in areas if it was justified.
Bedford Borough Council, Cambridgeshire County Council	Meeting	10 June 2019	A meeting was held to discuss the trenching strategy and the principles of it. A requirement for a contingency was also discussed, to allow additional trenches to be added or trenches to be extended, if required. The sign off process for trenches agreed with County Archeologists.
Bedford Borough Council, Cambridgeshire County Council, Central Bedfordshire Council, South Cambridgeshire District Council	Meeting	17 October 2019	An inaugural meeting was held to as part of the formation of the Flood Risk/ Water Management group. The meeting covered the terms of reference for the working group, the lessons that could be learnt from the A14 and each authorities' areas watercourses and responsibilities. Highways England also gave an overview of the different types of hydraulic modelling of water course crossings and overland runoff for the three main technical notes to be generated (River Ouse Crossing, Bedfordshire Area and Cambridgeshire Area). The Environment Agency and the Bedford Group of Drainage Boards were also in attendance.
Bedford Borough Council	Meeting	7 November 2019	A meeting was held to present the General Arrangement plans used at statutory consultation and explained which PROWs were affected by the Scheme and how each was to be dealt with. The temporary closures were also discussed, and the local authority advised they would like the temporary closures to be temporarily checked.
Cambridgeshire County Council	Meeting	29 November 2019	Following the release of some traffic modelling outputs as part of the statutory

Stakeholder	Activity	Date	Engagement topic and description
			consultation, Cambridgeshire County Council (CCC) and other Cambridgeshire authorities were keen to understand the traffic modelling that Highways England had and were undertaking. The project team and the local authority met to discuss the extent of the model that can be supplied and to ensure it is appropriate for CCC's intended analysis.
Bedford Borough Council, Cambridgeshire County Council, Central Bedfordshire Council	Meeting	5 March 2020	A meeting was held, and the project team presented information on the Stage 3 Model, including the model network and area of detailed modelling. The traffic forecasting process was explained and presented to the local authorities as well as the Model Cordon Data.
Bedford Borough Council, Cambridgeshire County Council, Central Bedfordshire Council, South Cambridgeshire District Council	Meeting	12 March 2020	Further to the meeting on 17 October 2019 a second meeting was held for the Flood Risk/ Water Management Technical Working Group. In this meeting each local authorities' watercourse was reviewed and discussed and the terms of reference for the group were finalised and agreed. The Environment Agency and Bedford Group of Drainage Boards were also in attendance.
Cambridgeshire County Council, Huntingdonshire District Council, South Cambridgeshire District Council	Meeting	13 March 2020	The project team met with the local authorities to introduce ways of working within the draft PPA, review work packages issued and upcoming and reach understanding regarding the required level of commentary, review and input from Cambridgeshire and the Districts. Highways England gave an update on surveys and biodiversity net gain before splitting into separate technical discipline groups to discuss relative technical requirements more thoroughly.
Bedford Borough Council	Meeting	25 March 2020	At this meeting the project team discussed the restoration of the gravel pits near the Black Cat with the local authority. It was agreed that Highways England should assume that this site has been restored in all assessments.
Bedford Borough Council, Cambridgeshire County Council, Central Bedfordshire Council	Meeting	14 April 2020	An archeological consultation meeting was held that included discussion on Statements of Common Ground and how COVID-19 might impact archeological investigation. An update was also provided on Phase 1 fieldwork and the archeological potential and

Stakeholder	Activity	Date	Engagement topic and description
			land access of various fields were discussed. Historic England were also in attendance.
Central Bedfordshire Council	Meeting	4 May 2020	In this meeting the project team explained the ecological approach to F44, an area on the approach to Alington Hill. This area is of archeological interest for the Scheme so the local authority was interested in how ecological mitigations would be made within the archeological excavation.
Cambridgeshire County Council, Central Bedfordshire Council	Meeting	19 May 2020	In a Local Model Validation Report (LMVR) and modelling workshop with the local authorities the project team ran through an overview of the Stage 3 Model, including an overview of the base year model calibration and validation performance.
Bedford Borough Council, Cambridgeshire County Council, Central Bedfordshire Council	Meeting	21 May 2020	A meeting was held on results of the Phase 1 trenching. Attendees were informed that it was possible that not all trenching results would be available with the submission of the DCO and could be submitted as an addendum ⁸⁴ .
Central Bedfordshire Council	Meeting	29 May 2020	Following the meeting on the 4 May 2020, an additional meeting was held to clarify the approach to ecological mitigation with the local authority. The proposed layout of the scope of works was described. Ecological constraints were discussed, along with the archive and publication. The local authority was satisfied with the ecological and archeological approached set out by the project team.
Bedford Borough Council	Meeting	10 June 2020	A meeting with archaeology and conservation officers was held to provide a project update and discuss the Brook Cottages investigation and potential for relocation. Historic England were also in attendance.
Bedford Borough Council	Workshop	23 June 2020	In a LMVR and modelling workshop with the local authority the project team ran through an overview of the Stage 3 Model including an overview of the base year model calibration and validation performance. Following the meeting the LMVR was issued to Bedford Borough Council.
Bedford Borough Council, Cambridgeshire	Meeting	25 June 2020	A meeting was held to discuss five sites that would be targeted early. These sites were all required for advanced construction activity,

⁸⁴ Further to this meeting, all trial trenching was completed meaning that no addendum will be provided.

Stakeholder	Activity	Date	Engagement topic and description
County Council, Central Bedfordshire Council			including compounds, statutory diversions and borrow pits. Concerns over furrows were raised by attendees and further specialist research was undertaken as a result. Historic England were also in attendance.
Bedford Borough Council, Cambridgeshire County Council, Central Bedfordshire Council	Meeting	21 July 2020	A meeting was held to present the methodology adopted for the traffic forecasting and the results of the future forecasts to the local authorities.
Bedford Borough Council	Meeting	27 July 2020	A meeting was held with the local authority to present a summary of the assessment of the wider traffic impacts and junction capacity modelling to be contained in the Transport Assessment (TA).
Bedford Borough Council	Meeting	28 July 2020	A meeting was held with heritage and archeology officers to provide a Scheme and programme update. Update on progress with archaeological trial trenching and discussion of advanced works. Forward plan and meeting dates discussed to enable closer and more frequent dialogue between all parties on archaeology and built heritage and sharing key information and updates to enable comments and views to be reviewed and incorporated into the cultural heritage assessment. Historic England were also in attendance.
Central Bedfordshire Council	Meeting	28 July 2020	A meeting was held with the local authority to present a summary of the assessment of the wider traffic impacts and junction capacity modelling to be contained in the Transport Assessment (TA).
Central Bedfordshire Council	Meeting	25 August 2020	A meeting was held to outline the need for the diversion and that the proposed strategy was directional drilling below what will be the line of the new dual carriageway within F34 which is between eastern bank of the River Great Ouse and Barford Road within the Order Limits. It was recognised that the plan would not impact on the archeological deposits within F34, but it was agreed it would be preferable to undertake the excavation in advance of work.
Cambridgeshire County Council	Meeting	27 August 2020	A meeting was held with the local authority to present a summary of the traffic impact and junction capacity modelling to be contained in the Transport Assessment (TA).

Stakeholder	Activity	Date	Engagement topic and description
Huntingdonshire District Council, South Cambridgeshire District Council	Meeting	3 September 2020	A meeting was held to review environmental work package progress.
Cambridgeshire County Council, Huntingdonshire District Council, South Cambridgeshire District Council	Meeting	3 September 2020	A meeting was held to introduce the council Biodiversity team to the Scheme, this included a summary of the results of the surveys, a walk through of the environmental masterplan draft and a discussion of next steps.
Cambridgeshire County Council, Central Bedfordshire Council, Huntingdonshire District Council	Meeting	9 September 2020	In this meeting an update on the Scheme, Landscape and Visual Impact Assessment (LVIA), landscape design approach and next steps was provided.
South Cambridgeshire District Council	Phone call	9 September 2020	A call was had with the local authority air quality specialist and the project team air quality specialist. The project team air quality specialist responded to questions about methodology and air quality constructional and operational effects. There was also questions around proposed mitigation and where this would be secured.
Bedford Borough Council	Meeting	10 September 2020	A meeting was held to discuss de-trunking and re-classification of the existing A428; the A428 between Wyboston and Cambridge Road, St Neots and the A428 between Cambridge Road, St Neots and Caxton Gibbet with the local authority.
Bedford Borough Council, Cambridgeshire County Council, Central Bedfordshire Council	Meeting	18 September 2020	An archaeological meeting was called for the project team to present the results of the Phase 2 evaluation to the local authorities.
Huntingdonshire District Council, South Cambridgeshire District Council	Meeting	22 September 2020	An initial meeting was held with an ecologist representing the districts, regarding work package EWP2a. Work package EWP2a covered the Environmental Masterplan and was specific to biodiversity on the Scheme. The local authority had an opportunity to ask questions about the contents of work package EWP2a and proposed outputs requested in the work package.
Bedford Borough Council, Central Bedfordshire Council	Meeting	24 September 2020	An archaeological meeting was called to discuss the archaeological mitigation strategy [TR010044/APP/6.12] with local authority officers.

Stakeholder	Activity	Date	Engagement topic and description
South Cambridgeshire District Council	Meeting	1 October 2020	A meeting was held with landscape architects to discuss what was required to complete work package EWP2b. Work package EWP2b was specific to landscape and covered the draft Outline Landscape and Ecology Master Plan and the A428 Landscape Section Drawings.
Greater Cambridgeshire Planning Service	Meeting	2 October 2020	A meeting was held to discuss how climate change adaption is being fed into the Scheme and how carbon will be assessed as part of the DCO.
South Cambridgeshire District Council	Meeting	13 October 2020	A meeting was held to discuss expectations of what would be included in the application and any follow up questions regarding work package EWP2a for the South Cambridgeshire District Council area.
Cambridgeshire County Council	Meeting	15 October 2020	The project team met with the local authority ecologist to discuss work package EWP2a.
Bedford Borough Council, Cambridgeshire County Council, Central Bedfordshire Council	Meeting	16 October 2020	An archaeological meeting was called to present the Phase 3 trenching results. This was the result of all the trenching proposed.
Huntingdonshire District Council	Meeting	21 October 2020	A meeting was held with the landscape architect regarding what was required to complete work package EWP2b.
Bedford Borough Council, Cambridgeshire County Council, Central Bedfordshire Council	Meeting	29 October 2020	An archaeological meeting was called by Highways England to review the mitigation rationale document and discuss the archaeological mitigation strategy [TR010044/APP/6.12] .
Bedford Borough Council, Central Bedfordshire Council	Meeting	10 November 2020	A meeting was held with local authority ecologists to discuss work package EWP2a.
Bedford Borough Council, Cambridgeshire County Council, Central Bedfordshire Council, South Cambridgeshire District Council, Huntingdonshire District Council	Briefing	12 November 2020	A meeting was held with local authorities to provide a briefing on the draft Development Consent Order to highlight the key articles and provide an overview of the requirements. An overview of the structure of the Environmental Management Plan and explanation of the role of local authorities in the post submission process (covering Adequacy of Consultation responses and Local Impact Reports) was also provided.

Stakeholder	Activity	Date	Engagement topic and description
Central Bedfordshire Council	Meeting	16 December 2020	A meeting was held at the request of the local authority to discuss the air quality assessment results.
Bedford Borough Council	Workshop	19 January 2021	A meeting was held to discuss the details of the de-trunking, including, signage, white lining, lighting. A Highways England operations update was also provided. It was agreed that a draft legal agreement on the terms of the de-trunking would be shared with the local authority in due course.
Cambridgeshire County Council	Workshop	21 January 2021	A meeting was held to discuss the details of the de-trunking, including, signage, white lining, lighting. A Highways England operations update was also provided. It was agreed that a draft legal agreement on the terms of the de-trunking would be shared with the local authority in due course.
Bedford Borough Council, Cambridgeshire County Council, Central Bedfordshire Council	Meeting	29 January 2021	In this meeting the construction impacts of the Scheme were presented to the local authorities. This included an outline of the construction management plan, local modelling (including details of junction assessments) and strategic modelling.
Bedford Borough Council, Cambridgeshire County Council, Central Bedfordshire Council	Briefing	3 February 2021	In this meeting local authority officers were briefed on a Scheme walk through which included mainline alignment design and reason for changes, junction locations and designs, key structures, public rights of way proposals, borrow pits and key constraints and design considerations. The structure of the DCO application and the key documents within it were also covered. A recap was provided on the role of local authorities in the post submission period, as well as an update on the draft legal agreements.
Bedford Borough Council, Cambridgeshire County Council, Central Bedfordshire Council	Meeting	5 February 2021	In this meeting the results of the sensitivity tests for the update of the Uncertainty Log were presented to the local authorities. This is reported in application document [TR010044/APP/7.9] - Sensitivity Test Utilising 2020 Uncertainty Log Data.
Huntingdonshire District Council	Meeting	8 February 2021	A meeting was held at the request of Huntingdonshire District Council to discuss the impact of the Scheme on air quality in their area.
Bedford Borough Council	Meeting	9 February 2021	The project team held a meeting with the local authority archaeological officer to discuss site F3, an area south west of Black

Stakeholder	Activity	Date	Engagement topic and description
			Cat roundabout, between Bedford Road and the A421 (north of Roxton).

12.2.2 **Table 3-1** in Chapter 3 (section 3.2) also provides a summary of the ongoing engagement with statutory environmental bodies from preferred route announcement to DCO submission in compliance with the pre-application consultation requirements of the EIA Regulations.

12.2.3 As a result of ongoing technical engagement and responses received to the statutory consultation in 2019, Appendix W has been prepared to provide further detail in response to the specific traffic issues raised in the Joint Response from the Cambridgeshire & Peterborough Local Authorities.

12.2.4 Prior to submitting the application for development consent, Highways England continued engagement with all host local authorities and statutory environmental bodies to establish Statements of Common Ground. The purpose of this engagement is to identify as many areas of agreement as possible, and to agree the way forward on matters where agreement is subject to the results of further assessments becoming available.

12.3 Land interest engagement undertaken throughout the development of the Scheme

12.3.1 As set out in Chapter 3 (paragraph 3.5.16), the identification of affected landowners and land interests has been ongoing throughout the development of the Scheme. Further meetings have been offered to all Category 1 land interests since the statutory consultation in 2019. These meetings have focused on individual land interest concerns and have helped influence the development of the Scheme (see paragraph 12.4.3).

12.3.2 In September 2020, all Category 1 land interests that had a freehold interest in the land and would be subject to permanent land acquisition or temporary acquisition of land for permanent rights were sent a letter. The letter aimed to ensure every interest affected has an opportunity to enter into discussions with Highways England in order to reach agreement about their land interest with a view to avoiding using the compulsory acquisition powers being sought within the DCO. In October 2020 all Category 1 land interests that are a tenant / occupier or subject to temporary land acquisition were issued the same letter; a template of the letter sent in September and October 2020 can be found at Appendix P7. A further letter was then issued in December 2020 to all freehold parties Highways England is acquiring permanent land or permanent rights from, who had responded to the previous letter. The letter acknowledged that Highways England would be in contact to arrange a meeting to begin early acquisition discussions. A template of the letter sent can be found at Appendix P8.

12.3.3 As the Scheme progressed towards the submission for the application for development consent, Highways England recognised that beyond a certain point in the pre-application period, it would be difficult to consult newly identified interested parties and properly take account of a submission made by such a

party. This is also recognised in paragraph 51 of the DCLG guidance which says that, “*where new interests in land are identified very shortly before the intended submission of an application, despite diligent efforts earlier in the process it may be difficult at that stage for applicants to consult and take account of any responses from those new interests before submitting their application as intended.*” Highways England was nevertheless mindful that a matter could come to light which could warrant a delay in the submission of an application to allow sufficient time to properly address such a matter.

- 12.3.4 The last date for consultation letters to be sent to newly identified land interests, to allow enough time for the statutory requirement of providing a minimum period of 28 days within which to respond - and still enable feedback to be taken into account, was initially set as 10 November 2020⁸⁵. After this date, additional newly identified land interests were sent a letter relaying that statutory and supplementary consultations on the Scheme had been held, and that Highways England intended to make its DCO application shortly. It explained the next opportunity to comment on the Scheme would therefore be when the application is accepted and representations on the Scheme could be made. Each newly identified land interest received a USB memory stick enclosed with this letter which included the supplementary consultation material listed in Chapter 9 (paragraph 9.3.4) in addition to hard copies of the material (listed at paragraph 9.3.5). The letter also included a link to the Scheme web pages where consultees could view other Scheme information and access the virtual consultation room; and a link to the Planning Inspectorate’s website where more information on Development Consent Orders can be found. The newly identified land interests were provided with Highways England’s contact details for any questions, and the offer of a one-to-one meeting if preferred. The letters were issued on 4 December 2020⁸⁶ and those who were contacted are included in the Book of Reference [TR010044/APP/4.3]. The template for this letter can be found in Appendix P9.
- 12.3.5 In the lead up to the submission of the DCO application, it came to Highways England’s attention that corrections needed to be made to errors in the plans presented at supplementary consultation. As a result, new letters were sent on 20 January 2021 to 35 previously consulted recipients who held an interest in the land affected by the corrections, with a corrected drawing enclosed. The purpose of the letter was solely to explain the correction Highways England had made and that the next opportunity to comment on the Scheme would be when the application is accepted and representations on the Scheme could be made. With reference to the enclosed drawing of the land that was affected (specific to each land interest), the letter explained that the design of the Scheme had not changed at the specific location, and that the amendment only related to the nature of the interest that was to be acquired, to enable Highways England to deliver the relevant element of the Scheme concerned. The template for the

⁸⁵ This is the date that the HP Gas Pipeline diversion consultation letters were issued (see Chapter 11 for more information on this consultation).

⁸⁶ One additional letter was issued on 7 December 2020 due to an updated address being sent through after the letters were issued on 4 December 2020. The template for this additional letter can be found at Appendix P10.

letters issued can be found in Appendix P11 where the details of the land affected have been redacted.

- 12.3.6 An additional land registry check was undertaken by Highways England in February 2020 to ensure all data was up-to-date before submission. This check identified three new land interests who, as a result, were issued an amended version of the letter referenced in paragraph 12.3.4 on 9 February 2021. Rather than issuing land interests with a USB and hard copy materials (as referenced in paragraph 12.3.4), the new land interests were sent hard copies of the relevant parts of the land plans which illustrated the land in which they had an interest and a copy of the s48 notice⁸⁷. The template for the letters issued can be found in Appendix P12, where the details of the land affected have been redacted.
- 12.3.7 Following the issue of the letters mentioned in paragraph 12.3.5, Highways England made some more corrections to the supplementary consultation plans. As a result, seven additional parties, who had been contacted previously, were identified to hold an interest in the land affected by the corrections. These parties were issued a letter on 12 February 2021 containing the same information explained in paragraph 12.3.5, again explaining that the design of the Scheme had not changed but that the nature of the interest that was to be acquired would be changed, to enable Highways England to deliver the relevant element of the Scheme concerned. The template for the letters issued can be found in Appendix P13 where the details of the land affected have been redacted.
- 12.3.8 All land interests listed in paragraphs 12.3.4 to 12.3.7 are included in the Book of Reference [TR010044/APP/4.3].

12.4 Conclusion

- 12.4.1 In conclusion, Highways England has fully met the statutory requirements of the pre-application process. This report describes the phased consultation process undertaken by Highways England in accordance with the PA 2008 and the SoCC issued for the statutory consultation stage.
- 12.4.2 Non-statutory and statutory consultations served as the primary means of gaining feedback on the proposals. The summary of these activities is set out in **Table 1-1** of this report. Throughout the consultation process Highways England has had regard to the responses received and this is demonstrated in the development of the Scheme through the pre-application stage.
- 12.4.3 A summary of the changes made to the Scheme as a result of the statutory consultation is set out in Chapter 5 (section 5.3) and summarised in **Table 5-16**. A summary of the changes made to the Scheme as a result of the supplementary consultation is set out in Chapter 8 (section 8.3) and summarised in **Table 8-15**.
- 12.4.4 As demonstrated through the number and types of comments summarised in this report, consultation has proven effective in securing valuable feedback which has informed the Scheme proposals submitted for development consent.

⁸⁷ Highways England also enclosed within the letter the formal Section 48 notice of the Scheme that was published in line with the statutory consultation in 2019. The letter made clear that the events listed in the notice related to the statutory consultation in 2019.

- 12.4.5 This report has been prepared in accordance with DCLG guidance and relevant Advice Notes published by the Planning Inspectorate. Highways England recognises and fully appreciates the time taken by those who have engaged in the consultation process and provided their views on the Scheme.

Abbreviations and glossary

Term	Abbreviation (if applicable)	Description
Agricultural Land Classification	ALC	A combination of climate, topography and soil characteristics and their unique interaction determines the limitation and grade of the land
Annual Average Daily Traffic	AADT	The total volume of vehicle traffic on a road flowing past a certain point over a year, divided by 365 days.
Amenity		The benefits of enjoyment and well-being which are gained from a resource in line with its intended function. Amenity may be affected by a combination of factors such as: sound, noise and vibration; dust/air quality; traffic/congestion; and visual impacts.
At-grade		On the same level. For example, when a road is on the current ground level.
Biodiversity		The variability among living organisms from all sources, including terrestrial, marine and other aquatic ecosystems and the ecological complexes of which they are part of. This includes diversity within species, between species and of ecosystems.
Biodiversity Net Gain		An approach that aims to leave biodiversity within the natural environment in a measurably better state than its condition prior to implementation of a project.
Byways Open to All Traffic	BOAT	A public right of way that is open to walkers, wheelchairs, mobility scooters, powered wheelchairs, horse-riders, pedal cyclists, drivers/riders of non-motorised vehicles (such as horse-drawn carriages) and motor vehicles. BOATs are generally not maintained to the same standard as ordinary roads.
C2/C3 process		The New Roads and Street Works Act 1991 requires a highway authority (Highways England) and statutory undertakers to make reasonable arrangements to identify, protect and/or divert utility apparatus. These arrangements are made in accordance with "Measures Necessary Where Apparatus is

Term	Abbreviation (if applicable)	Description
		Affected by Major Works (Diversionary Works): A Code of Practice 1992” Arrangements are undertaken in a nine stage approach as outlined in Appendix C of this Code of Practice and range from notification of the highway authority’s agent to invoicing and payment. To date Highways England has engaged with Statutory Undertakers for the, Notification of Agent, (C1); Scheme Identification and Preliminary Inquiries (C2) and Budget Estimates (C3) stages.
Contaminated Land: Applications in Real Environments	CL:AIRE	The Code of Practice (CoP) provides a framework which allows the re-use of excavated materials on-site or their transfer between sites, without being classified as waste. It therefore provides an alternative to the use of Environmental Permits or exemptions.
Carriage of Dangerous Goods and Use of Transportable Pressure Equipment Regulations 2009	CDG 2009	Regulations setting out the circumstances in which the carriage of dangerous goods is exempt from requirements and prohibitions in the UK, and where alternative requirements and prohibitions apply.
Civil Engineering Environmental Quality Assessment and Award Scheme	CEEQUAL	An evidence-based sustainability assessment, rating and awards scheme for infrastructure that celebrates the achievement of high environmental and social performance.
Combined Modelling and Appraisal	ComMA	The Combined Modelling and Appraisal Report [TR010044/APP/7.10] summarises the work undertaken to model and appraise the impact of the Scheme on the strategic and local highway network, road safety and the economy.
Compulsory Purchase/ Compulsory Purchase Act 1965	CPA 1965	An Act which enables the compulsory acquisition of land or rights in land in return for compensation.
Conservation Area		An area designated under section 69 of the Planning (Listed Buildings and Conservation Areas) Act 1990 as being of special architectural or historic interest and with a character or appearance which is desirable to preserve or enhance.

Term	Abbreviation (if applicable)	Description
Outline Construction Traffic Management Plan	OCTMP	A plan which brings together the design, auditing and implementation of traffic control plans at worksites and civil infrastructure projects. Traffic management can include but is not limited to: flagging, lane closures, detours, full freeway closures, pedestrian access, traffic plans and sidewalk closures.
Consultation documents/materials		Documents and materials published to explain the purpose and detail of the public consultation.
Consultation response		Feedback provided by a member of the public or an organisation in response to a public consultation.
Consultation zone		A geographical area around the Scheme which identifies people who live and work in the vicinity and may be affected by the Scheme. In Chapters 3 and 6 of this Consultation Report, this area is referred to as the 'primary consultation zone' for the purpose of the statutory and supplementary consultation. The rationale for distinguishing the area as the 'primary' consultation zone is set out in the SoCC (Appendix I) which states the primary consultation zone is <i>"based on who we think will be most affected by our proposals, but we will also promote the consultation beyond this area"</i> .
Cumulative effects (or impact)		A cumulative impact (or effect) may arise as the result of: - the combined impact of a number of different environmental topic-specific impacts from a single environmental impact assessment project on a single receptor/resource; and - the combined impact of a number of different projects within the vicinity (in combination with the environmental impact assessment project) on a single receptor/resource.
Cutting (earthwork)		Excavation of earth material to lower the ground level on which a road would be positioned, in order to help to reduce noise and/or visual impact.

Term	Abbreviation (if applicable)	Description
Department for Communities and Local Government	DCLG	A former government department (now the Ministry of Housing, Communities and Local Government).
Department for Environment, Food and Rural Affairs	Defra	The Government department responsible for policy and regulations on environmental, food and rural issues. The department's priorities are to grow the rural economy, improve the environment and safeguard animal and plant health.
Department for Transport	DfT	The national government body responsible for transport in Britain, and therefore in overall control of the road network. It is mainly responsible for policy decisions, and its responsibilities are carried out by a range of agencies and local authorities.
Design Manual for Roads and Bridges	DMRB	The Design Manual for Roads and Bridges contains information about current standards relating to the design, assessment and operation of motorway and all-purpose trunk roads in the United Kingdom.
Development Consent Order	DCO	The consent for a Nationally Significant Infrastructure Project required under the Planning Act 2008.
Embankment		Artificially raised ground, commonly made of earth material, such as stone, on which the carriageway is laid.
Enhancement		A beneficial measure that is over and above what is required to mitigate the adverse effects of a project.
Environment Agency	EA	Government agency established to protect and improve the environment and contribute to sustainable development in England. Responsibilities include: water quality and resources, flooding and coastal risk management and contaminated land.
Environmental assessment		A process by which information about environmental effects is collected, assessed and used to inform decision-making.
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.

Term	Abbreviation (if applicable)	Description
Environmental impact		The change in the environment from a development such as the removal of a hedgerow.
Environmental Impact Assessment	EIA	The statutory process through which the likely significant effects of a development project on the environment are identified and assessed.
Environmental Statement	ES	A statutory document which reports the EIA process, produced in accordance with the EIA Directive as transposed into UK law by the EIA Regulations.
Equalities Impact Assessment	EqIA	A process designed to ensure that a policy, project or scheme does not discriminate against any disadvantaged or vulnerable people.
First Iteration Environmental Management Plan	FIEMP	A plan setting out an outline of the environmental management practices that may be followed during the construction phase of a project. The FIEMP will later be refined and expanded into a Second Iteration Environmental Management Plan as more information becomes available and there is more certainty in terms of the proposed layout, construction methods, and construction programme of the development.
Flood Risk Assessment	FRA	The process of assessing potential flood risk to a site and identifying whether there are any flooding or surface water management issues that may warrant further consideration or may affect the feasibility of a project.
Flood Zone 1		Flood Zone 1: land outside the floodplain. There is little or no risk of flooding in this zone;
Flood Zone 2		Flood Zone 2: the area of the floodplain where there is a low to medium flood risk; and
Flood Zone 3		Flood Zone 3: the area of the floodplain where there is a high risk of flooding.
Floodplain		Land adjacent to a watercourse over which water flows or would flow in times of flood, but for defences in place.
Grade-separated		A type of junction where the major route (or routes) through the junction do not stop and do not cross any other road on the level.

Term	Abbreviation (if applicable)	Description
		Movements to other roads are made using sliproads and bridges.
Green Bridge		Artificial structure over road or rail infrastructure which is either vegetated or provides some wildlife function.
Ground investigation		An intrusive investigation undertaken to collect information relating to the ground conditions, normally for geotechnical or land contamination purposes.
Heavy Goods Vehicle	HGV	A commercial carrier vehicle with a gross vehicle weight of more than 3.5 tonnes.
Heritage Impact Assessment	HIA	An assessment of the possible effects and consequences of development on heritage assets.
Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009	APFP Regulations	Regulations which prescribe the various matters in connection with the making of an application for development consent as provided for by the Planning Act 2008. They set out the requirements in relation with applications for consent to be granted by the Secretary of State.
Infrastructure Planning (Environmental Impact Assessment) Regulations 2017	EIA Regulations	These Regulations implement the requirements of the Directive 2011/92/EU as amended by 2014/52/EU for environmental impact assessment procedures in the context of the nationally significant infrastructure regime which extends to England and Wales and for limited purposes to Scotland.
Junction		A place where two roads meet, regardless of design or layout.
Land Compensation Act 1973	LCA 1973	An Act setting out rights to compensation for depreciation of the value of interests in land caused by the use of highways, aerodromes and other public works.
Light Goods Vehicle	LGV	Refers to a commercial carrier vehicle with a gross vehicle weight of no more than 3.5 tonnes.
Land Interest Questionnaire	LIQ	Questionnaires sent to people thought to have an interest in land to obtain the most up-to-date information about land ownership in the area.

Term	Abbreviation (if applicable)	Description
Landscape and Visual Impact Assessment	LVIA	An assessment of the potential visual and landscape impact of a scheme.
Local Model Validation Report (LMVR)	LMVR	This report is intended to summarise all aspects of the development of the base year model and demonstrate that the model has been calibrated and validated to a level commensurate with its intended use for future year demand forecasting.
Materials Management Plan	MMP	This is a mechanism by which those who are developing a site can comply with Environment Agency regulations for excavated ground materials.
Member of Parliament	MP	The representative of the voters to the UK parliament.
National Networks National Policy Statement	NNNPS	The national policy statement that sets out the need and government policies for nationally significant infrastructure rail and road projects for England.
National Planning Policy Framework	NPPF	A planning framework which sets out the Government's planning policies for planning applications under the Town and Country Planning Act 1990 in England and how these are expected to be applied.
National Policy Statement	NPS	A statement produced by government, comprising its objectives for the development of nationally significant infrastructure in a particular sector.
National Policy Statement for National Networks		A statement setting out the need for, and Government's policies to deliver, the development of nationally significant infrastructure projects on the national road and rail networks in England.
National Speed Limit	NSL	The default speed limit which applies to roads without any posted limit, this being 60mph on single carriageway roads and 70mph on dual carriageways and motorways.
Nationally Significant Infrastructure Projects	NSIP	A type of project listed in the Planning Act 2008, which must be consented by a Development Consent Order.
Nitrogen oxides	NOx	A group of chemical compounds consisting only of nitrogen and oxygen which may be interconverted in the atmosphere. The

Term	Abbreviation (if applicable)	Description
		principal oxides of nitrogen are nitric oxide and nitrogen dioxide.
Noise Important Area	NIA	Areas identified with respect to noise from major roads and from roads within agglomerations where 'the 1% of the population that are affected by the highest noise levels from major roads' are located according to the results of the strategic noise mapping.
Non-Motorised User	NMU	A collective term used to describe pedestrians, cyclists and equestrians (horse riders). See Walkers, Cyclists and Horse riders description.
Non-statutory consultation		Engagement with members of the public, local groups or stakeholders which is not determined or governed by statutory requirements.
Office of Rail and Road	ORR	A non-ministerial government department responsible for the economic and safety regulation of Britain's railways, and the economic monitoring of Highways England.
Order Limits		The physical extent of the A428 Black Cat roundabout to Caxton Gibbet Improvement Scheme shown as an area edged in red on the Works Plans [TR010044/APP/2.3] .
Persons with an interest in land	PILs	A person who has an interest in land as defined by section 42(1)(d) of the Planning Act 2008.
Planning Act 2008	PA 2008	An Act of Parliament in the UK intended to speed up the process of approving major new infrastructure projects.
Planning Inspectorate	The Inspectorate/ PINS	An executive agency with responsibilities for planning appeals, national infrastructure planning applications, local plan examinations and other planning-related casework in England and Wales.
Preferred route		The chosen design option that most successfully achieves the project objectives and becomes subject to further design and assessment.

Term	Abbreviation (if applicable)	Description
Preferred Route Announcement	PRA	An announcement made by Highways England following the selection of a preferred option or solution for a given road project.
Preliminary Environmental Information	PEI	The information referred to in Part 1 of Schedule 4 of the EIA Regulations that has been reasonably compiled by the applicant and is reasonably required to assess the environmental effects of a project.
Preliminary Environmental Information Report	PEI Report	A report that compiles and presents the Preliminary Environmental Information gathered for a project.
Prescribed consultees		Organisations that must be consulted on relevant projects.
Private Means of Access	PMA	A term used to describe a type of route which is used to connect premises such as homes, businesses and community facilities to the public highway network.
Public right of way	PRoW	A highway where the public has the right to pass. It can be a footpath (used for walking), a bridleway (used for walking, riding a horse and cycling), or a byway that is open to all traffic (including motor vehicles).
Receptor	Receptor	A defined individual environmental feature usually associated with population, fauna and flora that has potential to be affected by a project.
Road Investment Strategy	RIS1	A document which sets out a long-term vision for England's motorways and major roads, outlining how smooth, smart and sustainable roads will be achieved through investment over a five year period (2015 - 2020).
Road Investment Strategy 2	RIS2	A document which sets a long-term strategic vision for the network. With that vision in mind, it then: specifies the performance standards Highways England must meet; lists planned enhancement schemes we expect to be built; and states the funding that we will make available during the second Road Period (RP2), covering the financial years 2020/21 to 2024/25.
Roundabout		A circular, one-way junction at which other roads meet and terminate.

Term	Abbreviation (if applicable)	Description
S42(1)(a), (b) and (d)		The sections of the Planning Act 2008, relevant to the development, which prescribe statutory consultees.
Second Iteration Environmental Management Plan		The second iteration of the Environmental Management Plan, which is refined for the construction stage of the consented project and prepared in advance of construction.
Section 47 (s47) notice		A notice published pursuant to section 47 of the Planning Act 2008, advising that a Statement of Community Consultation has been published.
Section 48 (s48) notice		A notice prepared pursuant to section 48 of the Planning Act 2008, required to publicise the proposed application for a nationally significant infrastructure project.
Scheduled monument	SM	Nationally significant heritage assets protected by the 1979 Ancient Monuments and Archaeological Areas Act.
Scheme Assessment Report	SAR	The technical report that supports the announcement of a preferred route for a highways scheme.
Scoping Opinion		The written opinion of the relevant authority, following a request from the applicant, as to the information to be provided in an Environmental Statement.
Setting (cultural heritage)		The surroundings in which a heritage asset is experienced.
Setting (landscape)		Contribution of the surroundings to the appearance of an area or feature and the interrelationship of the area or feature to the wider context and sense of place.
Site of Special Scientific Interest	SSSI	Area of land notified by Natural England under section 28 of the Wildlife and Countryside Act 1981 as being of special interest due to its flora, fauna or geological or physiological features.
Special Area of Conservation	SAC	Sites designated under EU legislation for the protection of habitats and species considered to be of European interest.
Special Protection Area	SPA	Strictly protected sites classified in accordance with Article 4 of the EC Birds

Term	Abbreviation (if applicable)	Description
		Directive (Council Directive 79/409/EEC on the conservation of wild birds), which came into force in April 1979. The Birds Directive requires Member States to protect naturally occurring wild birds and their habitats, by measures including the designation and management of Special Protection Areas and prohibiting certain harmful activities. This involves, in particular, taking special conservation measures to ensure that wild birds and their habitats, in particular Annex 1 species, are protected. There are some exceptions that allow hunting of certain species and allow governments to take action to prevent serious damage caused by birds.
Stakeholder		An organisation or individual with a particular interest in a development project.
Statement of Common Ground	SoCG	A written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. In some cases, statements of common ground will also identify areas where agreement has not been reached.
Statement of Community Consultation	SoCC	A document detailing how an applicant of a Nationally Significant Infrastructure Project intends to undertake consultation on its proposals.
Statutory bodies		Organisations and bodies that are defined by a formal law or a statute.
Statutory consultation		Engagement with stakeholders determined or governed by statutory requirements.
Statutory consultee		Organisations and bodies, defined by statute, which must be consulted on relevant planning matters.
Strategic Road Network	SRN	The network of motorways and trunk roads in England.
Strategic Stakeholder Board	SSB	A board of stakeholders set up to agree and oversee the direction of the Scheme's development. Members include DfT and senior figures from the local authorities and the group's purpose is to ensure that effective

Term	Abbreviation (if applicable)	Description
		working is maintained between key parties throughout the life of the Scheme.
Technical Appraisal Report	TAR	The technical report that supports the optioneering process for a highways scheme.
Technical Working Group	TWG	A Technical Working Group aims to facilitate regular, consistent engagement with key stakeholders including local authorities which includes high levels of communication and information sharing to aid the design and implementation of the Scheme.
The Scheme		The A428 Black Cat to Caxton Gibbet improvement Scheme.
Traffic forecasting report	TFR	This report describes the development of the future year traffic model and provides details of the traffic forecasts and traffic flow changes resulting from the Scheme.
Traffic Regulation Order	TRO	A legal instrument enabling a range of measures in order to control or restrict the use of public roads, and which may relate, for example, to double yellow lines, one-way streets, banned turning movements and bus lanes.
Transport Assessment	TA	The document that assesses the effect of the Scheme on traffic flows [TR010044/APP/7.2] .
Transport Assessment Annex	TAA	A further document that assesses some of the wider traffic effect arising from of the Scheme [TR010044/APP/7.3] .
Vehicles per day	Vpd	The volumetric traffic flow at a single point, typically over a 24 hour period, or alternatively a 12 or 16 hour period.
Visual Receptor	VR	Individuals and/or defined groups of people who potentially could be affected by a project.
Walkers, Cyclists, and Horse riders	WCH	A collective term used to describe pedestrians, cyclists and equestrians.

Term	Abbreviation (if applicable)	Description
Water Framework Directive	WFD	Assessment to identify how the project has the potential to affect each of the water body's quality/quantity elements and whether it could lead to non-compliance with the Water Framework Directive.
Zone of Influence	ZoI	The geographic area (or timescale) over which existing environmental conditions are likely to be influenced by change.

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Appendix W: Response to traffic queries raised by the Joint Response from the Cambridgeshire & Peterborough Local Authorities