

CABINET

FRIDAY, 4 OCTOBER 2013

DECISIONS

Set out below is a summary of the decisions taken at the meeting of the Cabinet held on Friday, 4 October 2013. The wording used does not necessarily reflect the actual wording that will appear in the minutes.

If you have any queries about any matters referred to in this decision sheet please contact Graham Aisthorpe-Watts.

1. **A14 IMPROVEMENTS: RESPONSE TO HIGHWAYS AGENCY CONSULTATION**

Cabinet **AGREED** the following as a response to the Highways Agency's consultation in relation to the A14 Cambridge to Huntingdon improvement scheme, with the exact wording to be agreed by officers in consultation with the Leader of the Council: -

"Principle of the scheme

South Cambridgeshire District Council would like to highlight the importance of addressing improvements to the A14 as soon as possible. Improvements to the A14 are necessary in order to deliver the local growth agenda, protect village amenity, and improve journey times and road safety for the travelling public. The A14 between Cambridge and Huntingdon is a vital route of international, national, regional and local importance, and needs to be improved urgently.

Alternative schemes

The alternative route utilising the A428/A1198 (option 6) is not supported by the Council. The A14 study shows that it would be less effective and have greater negative impacts on existing communities than the preferred option.

Tolling

With regard to the proposed tolling arrangements, local residents in Districts where the Council will be contributing towards the cost of the scheme should be exempt, or have the opportunity to purchase a season ticket at marginal cost (excluding locally registered HGVs). In effect these residents are being asked to pay twice. The toll should be capped and should be lifted once the scheme has been paid for.

The Highways Agency needs to fully consider the impact on surrounding routes such as the A428, particularly in combination with growth plans set out in the South Cambridgeshire Proposed Submission Local Plan and other emerging development plans. The Highways Agency should also consider the options for improvements to increase capacity on the A428 between Caxton Gibbet and the A1, which is also a priority. This route is already subject to regular congestion at peak times and could be worsened if used as an alternative to the toll route.

Local Access Road

Provision of a Local Access Road is important to ensure local people can access settlements in South Cambridgeshire when the A14 has fewer junctions than at present, and to improve traffic flow on the A14. The Highways Agency should make allowances

to enable upgrading in the future, if the single carriageway route proves to be insufficient. The Highways Agency should include cycling, walking and horse riding provision along this route, linking into cycling improvements planned in association with Northstowe.

The Council would like to stress the importance of supporting non-motorised users, and this should be a consideration along the whole route during the design process. This includes reinstatement of historic footpaths which were severed by the A14. This will support multi modal improvements envisaged by the original CHUMMS Report.

A1198 Junction

With regard to the inclusion of west facing slips (with eastern emergency slips) at the A1198 junction, the Council will support if the modelling demonstrates they are necessary. The Highways Agency is urged to explore the impact of providing these slip roads further on traffic generation and impact on local villages, including as a result of planned developments.

Bar Hill Junction

At the Bar Hill junction, the Council supports the retention of the existing over bridge as a route for non-motorised users. This will support connections to Northstowe and the villages to the east, with the villages to the west. There is also support for the proposed improved connections for Lolworth which will improve safety, and provide opportunity to exit the village and head east which is not currently possible.

Dry Drayton Junction

The A14 improvements are important for the delivery of the Northstowe new town, and in particular for delivery of the development beyond phase 1 (the first 1500 dwellings). The Council requests that the Highways Agency continue to work with the District and County Councils and as appropriate with the Homes and Communities Agency regarding the relationship of the scheme with Northstowe through the detailed design stages.

Girton Interchange

The Girton interchange should be re-examined to provide for additional traffic movements. The A1303 between Madingley Hill and the M11 is being used by trunk road traffic causing substantial delays to local traffic. The corridor is also proposed to accommodate additional development at St Neots, Cambourne, Bourn Airfield and on the fringes of Cambridge (North West Cambridge University site). The Highways Agency should consider enabling additional traffic movements, particularly A428 to A14, and A428 to M11. Alternatively, the Highways Agency should upgrade the A1303 between the Madingley roundabout and the M11 to accommodate trunk road traffic.

The Highways Agency should also pay particular attention to the provision of cyclepaths past and through the Girton interchange, to improve current routes as well as provide new links. This should include linking up the historic footpaths between Coton/Madingley and Girton (which are currently bisected by the A14 and M11). In both cases, the Agency should consult with the Local Members for Barton Ward and Girton Ward.

Histon and Milton Junctions

The Highways Agency should consider general opportunities to improve the functions of the Histon and Milton junctions, including for traffic not using the A14. Improvements to the Histon junction should consider the needs of cyclists between Cambridge and Histon, and seek to improve safety. The route is popular for commuting between South Cambridgeshire villages and the City, and experiences high volumes of users. Consideration should also be given to designing the A10/A14 Milton interchange to accommodate traffic from the proposed Waterbeach new town. This will help traffic exiting/entering the A14 as well as traffic movement in this corridor, and further assist the delivery of the growth agenda.

Other issues

It is acknowledged that a number of issues remain to be explored through the more detailed design stage of the scheme. During this phase the Highways Agency should: -

- consider the impact of planned growth in adopted and proposed submission local plans;
- continue to work with the Council on local environmental issues such as noise, lighting, air quality, ecology, heritage, and landscape impact as the scheme progresses. The Highways Agency is urged to fully consider impacts on existing communities, and planned developments along the route, and work with the Council to determine appropriate mitigation measures, including to mitigate impacts during the construction phase. Given that HGV traffic is likely to increase after 10pm when tolling ends, particular consideration should be given to the merits of laying a quiet road surface on the Cambridge Northern Bypass which lies close to existing residential in locations from Girton to Milton;
- fully consider the impact on non-motorised routes, and seek to maintain and improve accessibility;
- consider impact on flooding and drainage, reduce risks elsewhere where practicable and fully address maintenance of infrastructure. This includes working with the Council's Drainage Manager in relation to Award Drains;
- support recycling of materials from development sites (where they are not capable of being used onsite) e.g. the disused runways at Northstowe and Waterbeach;
- design the scheme to aid future maintenance, in particular edge of road drainage should utilise an open 'v' gully (similar to that used on A428)."

Other Options Considered: Alternative approaches relating to the form of the response are set out in the report at paragraphs 17 – 39.

Reason For Decision: Improvements to the A14 are important for the delivery of the growth agenda, the economy, village amenity and to improve journey times and road safety for the travelling public. The road has a significant impact on the environment and economy of the district, therefore, Cabinet was recommended to respond to the consultation on a range of issues as set out in the report.