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**Extracts from the A14 Cambridge to Huntingdon  
Improvement Scheme Consultation Report**

**Highways England responses to  
comments by South Cambridgeshire District Council**

## Appendix 1

### Extracts from the A14 Cambridge to Huntingdon Improvement Scheme Consultation Report - Highways England responses to comments by South Cambridgeshire District Council

Consultation Report Page	Summary of Issue Raised by South Cambridgeshire District Council	Highways England Response
89	South Cambridgeshire District Council support improvements at the earliest opportunity. It is important to address improvements as soon as possible. Improvements are necessary to deliver the local growth agenda, improve journey time and road safety.	Support noted. The Highways Agency is committed to delivering the scheme to a demanding programme, which seeks to be open to traffic by the end of 2019.
108	South Cambridgeshire District Council and Cambridgeshire County Council supported the proposed route as the most appropriate solution.	Comments noted. The scheme has been designed to accommodate forecast development growth within Cambridgeshire up to the year 2035.
118	South Cambridgeshire District Council noted that impacts on existing communities should be fully considered.	Comment is duly noted. An environmental impact assessment has been undertaken that includes an assessment of impacts on community and private assets including agricultural land. The findings of this assessment are reported in Chapter 16 of the <i>Environmental Statement (doc 6.1)</i> .
122	South Cambridgeshire District Council noted that air quality issues should be addressed in consultation with local authorities. Arrangements should be made for post scheme monitoring of air quality.	Impacts on air quality are assessed as part of the environmental impact assessment and are reported, along with proposals for mitigation, in Chapter 8 of the <i>Environmental Statement (doc 6.1)</i> . The assessment in summary concludes no significant effects occur as a result of the scheme. The Highways Agency undertakes Post Opening Project Evaluations (POPE) of all its major projects and publishes the reports on its website. The POPE reports cover five areas of assessment: environment, safety, economy, accessibility and integration.
129	South Cambridgeshire District Council requested that drainage measures should be coordinated with planned developments.	A flood risk assessment has been undertaken and is appended to the <i>Environmental Statement (doc 6.1)</i> . Ongoing engagement with the Environment Agency would ensure that the scheme would be coordinated with other developments.
133	South Cambridgeshire District Council and Cambridgeshire County Council requested	Impacts on the environment as a result of the construction and operation of the scheme have been assessed as part the EIA, which is reported in the <i>Environmental</i>

	that the Highways Agency works with the Council regarding environmental impacts and mitigation.	Statement (doc 6.1). The Highways Agency has engaged with a range of key environmental stakeholders including the Environment Agency, Natural England, English Heritage and local authorities, including South Cambridgeshire District Council and Cambridgeshire County Council, in undertaking this assessment. The findings of the EIA and mitigation proposals were shared with these stakeholders prior to the submission of the Development Consent Order application. Ongoing engagement will be held with environmental stakeholders to further discuss environmental impacts and mitigation.
133	South Cambridgeshire District Council suggested that the recycled materials from development sites are utilised.	Imported materials would be sourced with consideration for recycled content and transportation requirements. Alternatives to primary aggregates would be investigated at the detailed design stage, including local construction, demolition and excavation waste and opportunities to reuse materials from major development sites in the area.
139	South Cambridgeshire District Council requested that post completion noise monitoring is planned.	The Highways Agency undertakes Post Opening Project Evaluations (POPE) of all its major projects, including in relation to noise impacts, and publishes the reports on its website.
142	South Cambridgeshire District Council requested further environmental information in order to consider the proposed scheme.	A preliminary environmental information report was published in April 2014 to provide a preliminary account of environmental issues. Staff and specialists were also available at exhibition events held during the consultation to answer any queries. Likely significant effects on the environment as a result of the construction and operation of the scheme have been assessed as part of an environmental impact assessment (EIA). The EIA has been undertaken in accordance with relevant legislation and best practice guidance and the findings are reported in the Environmental Statement (doc 6.1). The Highways Agency has engaged a range of key environmental stakeholders including local authorities in undertaking this assessment. The findings of the EIA were shared with these stakeholders prior to the submission of the DCO application.
234	South Cambridgeshire District Council (hosting authority – “B”) supported the provision of west facing slip roads at the A1198/Ermine Street junction.	Support is duly noted.
267	South Cambridgeshire District Council (hosting authority – “B”) support efforts to maintain and reconnect NMU routes. The Council also requested that any improvements to the Histon junction should	Support duly noted. Histon junction would include signalised NMU crossings of the west and east facing slip roads as in the existing arrangement, and would maintain the continuous north/south NMU facilities across the junction on both sides.

	consider the needs of cyclists, and seek to improve safety.	
286	South Cambridgeshire District Council (hosting authority – “B”) noted that impacts on Cambridge and its setting as a historic setting need to be considered as part of the landscape assessment.	A Landscape and Visual Impact Assessment (LVIA) has been undertaken and is reported in Chapter 10 of the Environmental Statement (doc 6.1). Wider landscape impacts and local landscape character have been considered as part of the LVIA and in the design of a range of mitigation measures integral to the scheme. These include ground shaping and extensive tree and shrub planting to screen where appropriate the highway and traffic flow, and to integrate the scheme into the wider landscape.
287	South Cambridgeshire District Council (hosting authority – “B”) noted that mitigation measures need to be considered in relation to the NIAB/Darwin Green development.	Impacts on the environment as a result of the construction and operation of the scheme have been assessed and are reported in the Environmental Statement (doc 6.1). Mitigation measures in relation to NIAB/Darwin Green have been considered, including review of a previously proposed balancing pond and noise and vibration mitigation proposals.
288	Cambridgeshire County Council (hosting authority – “C”), South Cambridgeshire District Council (hosting authority – “B”) and Cambridge City Council queried the design of the Histon and Milton junctions.	The scheme includes additional capacity to both Histon and Milton junctions to ensure that the junctions would have sufficient additional capacity for the forecast increase in traffic flows and does not make congestion worse. There has been ongoing technical consultation with Cambridgeshire County Council, the relevant highway authority regarding proposed highway layouts.
290	Further improvements to NMU provision should be provided, with increased crossings especially in regard to junctions. Cambridge City Council (hosting authority – “B”) suggested an on or off-road cycle provision, safety improvements to junctions or increased/enhanced cycle and pedestrian crossings. South Cambridgeshire District Council (hosting authority – “B”) suggested that the new NMU route should be linked to existing and planned cycle routes.	NMU links, provided by the scheme, would enhance cycle and pedestrian access and link up to existing and planned routes. The provision of an NMU route running parallel to the Cambridge Northern Bypass is not within the scope of the scheme. This is due to the conclusion that the Highway Agency cannot justify increasing the land required for the scheme in the DCO to accommodate this. It should be noted that NMU routes to avoid the bypass are in place already linking Milton with Huntingdon (via guided bus link), Milton to A428, and Milton to Girton and Bar Hill (via Cambridge).
306	South Cambridgeshire District Council noted that careful landscape treatment would be required where the local access road would be in close proximity to the A14	An assessment of the impacts on the landscape has been undertaken and is reported in chapter 10 of the Environmental Statement (doc 6.1). Since the formal consultation a strip of grassland has been added either side of the local access road, providing a buffer to the A14. Without extending the land take it would not be practicable to add

	near the Buckingham Business Park.	further landscaping works.
312	South Cambridgeshire District Council and Cambridge City Council expressed support for the NMU provision.	Support is duly noted.
312	South Cambridgeshire District Council sought confirmation that a high quality NMU route would be provided, similar to that alongside the Guided Busway.	<p>A continuous shared NMU facility segregated from the carriageway would be provided between Fenstanton and the A1307 Huntingdon Road, Cambridge. Links to Northstowe and Lolworth and connections to existing and severed bridleways are proposed. Two dedicated NMU bridges crossing the A14 at Bar Hill and Swavesey would also be provided.</p> <p>The NMU facilities are designed in accordance with recognised design standards (e.g. Sustrans) and through engagement with Cambridge County Council. The proposals provide a balance between appropriate provision and cost. The access track would be 3.5m wide with passing points provided to allow oncoming vehicles to pass. It would not be economically justified to provide significantly wider NMU routes including segregation of equestrians, although verges would be provided at the rear of the NMU route. Appropriate uncontrolled and controlled crossings would also be provided. An NMU route serving Lolworth would be provided adjacent to Robin's Lane.</p>
366	South Cambridgeshire District Council highlighted that the proposals do not provide additional movements between the A428 (eastbound) and M11 (southbound) at Girton interchange.	The proposals for Girton interchange do not include provision for additional movements between the A428 (eastbound) and M11 (southbound) due to associated costs and environmental impacts. Alternative routes are provided between the A428 and the M11 via the A1303 Madingley Road and M11 Junction 13. The scheme has been developed over a number of years. Many options have been considered and evaluated. Formal consultation has been held at key stages of the development process together with ongoing consultations with interested parties. The current scheme is a result of this process to date. The Highways Agency continues to review the operation of the trunk road network through its route-based strategy studies and will target future improvements where need is greatest.
366	South Cambridgeshire District Council commented that the Highways Agency should consider additional movements between the A438, M11, A1 and A14. They also commented that the A1303 should be upgraded to accommodate trunk road traffic.	The scheme does not include provision for movements that are not currently provided such as the A428 to M11 or improvement outside the scheme boundary. The Highways Agency will target future improvements in the area where need is greatest. The design of the Girton interchange does not preclude the movements being added at a later date.
363	South Cambridgeshire District Council	A network of NMU connections around the Girton interchange area would allow

	raised concerns over the provision for NMU at Girton interchange, noting that there is a high number of NMU users in the area.	interconnection of all the NMU routes. The proposed routes are shown at Sheet 21 of the General Arrangement Plans (doc 2.2) and include a shared footpath/cycle path from Weavers Field to Girton Accommodation Bridge, a signalised crossing facility at the A1307 and a new bridleway from footpath Girton 5 to bridleway Madingley 2.
422	South Cambridgeshire District Council (hosting – “B”), land interests and community consultees stated that the information provided was inadequate and that more information was required.	At the commencement of the formal consultation period (April 2014) preliminary environmental and traffic information documents were published and made available on line and at a range of consultation venues. These provided an initial statement of the main environmental and traffic information available for the scheme area. Ongoing informal engagement has taken place with local authorities and other stakeholders since the formal consultation. This has included the sharing of updated traffic and environmental information, including in October 2014 drafts of the Environmental Statement (doc 6.1), prior to the submission of the DCO application.
425	South Cambridgeshire District Council (hosting – “B”), Lolworth Parish Council, Boxworth Parish Council and community consultees raised concerns relating to the impact of planned developments including those within Suffolk and Northstowe.	The road traffic model used to inform the design of the scheme includes all development that is considered to be 'near certain' or 'more than likely'. Details of these developments have been provided by the local planning authorities in the period up to 2035. Growth outside the study area has been considered by use of the Cambridge Sub-Regional Model (CSRM). It includes population, housing and employment growth forecasts. Consequently, development growth in Suffolk (and elsewhere along the A14 corridor) and the Northstowe development is allowed for in the Agency's traffic forecasts, (although individual developments have not been specifically considered outside of Cambridgeshire).
433	South Cambridgeshire District Council (hosting – “B”) specifically noted that developments such as Waterbeach, Bourn Airfield and Cambourne West have not been included in the traffic modelling.	The Highways Agency's traffic forecasts have been produced using a strategic highway assignment model, known as CHARM (Cambridge to Huntingdon A14 Road Model). This has been updated since the public consultation events in May/ June 2014 and has been validated against traffic conditions. The model performance against DfT guidance is significantly enhanced and therefore there is greater confidence in the underlying traffic representation. Since the formal consultation, further engagement has taken place with the local planning authorities in Cambridgeshire regarding future development assumptions. The advice received indicates that a number of other developments, including the developments at Waterbeach, Bourn Airfield and Cambourne West are now considered 'more than likely' to go ahead. These developments have therefore been included within the traffic modelling and amendments have been made to the design to ensure that the scheme would accommodate these developments.

<b>Consultation Report Appendix E Page</b>	<b>Summary of Issue Raised by South Cambridgeshire District Council</b>	<b>Highways England Response</b>
E5A Page 6 of 140	It is important to address improvements to the A14 as soon as possible. Improvements to the A14 are necessary in order to deliver the local growth agenda, 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.	Support is duly noted. It is anticipated that the statutory DCO process would be complete towards mid-2016, allowing a construction start on site in 2016 with the road open to traffic by 2020.
E5B Page 10 of 235	In principle the route option with on-line widening from Milton to Swavesey and a Huntingdon southern bypass is supported. The Council supports the rejection of alternative route alignment options, in particular the use of the A428 / A1198.	Support for the scheme duly noted.
E6b Page 17 of 203	The Highways Agency is urged to fully consider impacts on existing communities.	The scheme aims to improve access and safety of travel for local people, enabling better connected communities and unlocking economic growth. It would help to keep heavy, through-traffic away from urban and village roads, providing people with less congested and safer access to services and amenities. In addition, the new links provided by the scheme would enable safer, more extensive routes for non-motorised user (NMU) An environmental impact assessment has been undertaken that includes an assessment of impacts on community and private assets, including existing communities. The findings of this assessment are reported in Chapter 16 of the Environmental Statement. Mitigation measures are proposed throughout the Environmental Statement where significant adverse effects are considered likely with respect to local communities.
E6b Page 17 of	The Highways Agency should continue to	Likely significant effects on the environment as a result of the construction and

<p><b>203</b></p>	<p>work with the Council on local environmental issues such as noise, artificial lighting, air quality, contaminated land, drainage and water environment (including SCDC award drains), ecology, heritage, and landscape impact as the scheme progresses including consideration of the interrelationships between these issues and cumulative effects.</p>	<p>operation of the scheme have been assessed as part of an environmental impact assessment (EIA) and mitigation measures have been identified accordingly.). The EIA has been undertaken in accordance with relevant legislation and best practice guidance and the findings are reported in the Environmental Statement. The Highways Agency has engaged with a range of key environmental stakeholders including the Environment Agency, Natural England, English Heritage and local authorities in undertaking this assessment and considering proposed mitigation. The findings of the EIA were shared with these stakeholders prior to the submission of the Development Consent Order application.</p> <p>An assessment of the cumulative impacts of the scheme with other reasonably foreseeable development has been undertaken and is reported in Chapter 18 of the Environmental Statement. An assessment of the cumulative impacts of the scheme with other reasonably foreseeable development, and an assessment of the compounding effects from interacting environmental impacts have been undertaken and are reported in Chapter 18 of the Environmental Statement.</p>
<p>E6b Page <b>18</b> of <b>203</b></p>	<p>The scheme should support and utilise the recycling of materials from development sites.</p>	<p>Materials use has been taken into account during the planning and design of the scheme. Chapter 13 of the Environmental Statement provides an assessment of the likely significant effects associated with the use of material resources and the generation of waste.</p> <p>The scheme is a major infrastructure project and as such, construction would require the use of large amounts of materials and would generate waste which would need to be reused, recycled or disposal. Large quantities of earth would be moved during construction. Excavated material from cuttings and flood compensation areas would be used as fill material in embankments. Imported materials would primarily comprise blacktop, concrete and steel.</p> <p>Six borrow pits would be used to supplement the fill requirement. These are located close to the point of use along the route of the scheme to reduce usage of heavy vehicles. Imported materials would be sourced with consideration for recycled content and transportation requirements.</p> <p>Alternatives to primary aggregates would be investigated at the detailed design stage, including local construction, demolition and excavation waste recycling sites, and opportunities to reuse materials from major development sites in the area such as the new settlements of Northstowe, Waterbeach, Bourn Airfield and Network Rail's Whitmoor distribution centre. Haul routes would be agreed with the local authorities and would avoid unsuitable roads.</p>



		<p>The contractors would be required to implement site specific waste management plans and to maximise diversion from landfill by re-use, recycling and recovery.</p> <p>The contractors would record and monitor their environmental performance and compliance with regulatory controls.</p>
E6b Page 18 of 203	<p>The Highways Agency should make arrangements for post scheme completion monitoring of local air quality impacts in partnership with the local authorities. In addition, the Highways Agency should provide for the suitable relocation of air quality monitoring equipment where current locations are no longer suitable due to implementation of the scheme.</p>	<p>The Highways Agency undertakes post opening project evaluations (POPE) of all its major projects and publishes the reports on its website. The POPE reports cover five areas of assessment: environment (including air quality), safety, economy, accessibility and integration. The potential need to relocate the Impington monitor will be discussed with the local authority.</p>
	<p>The Highways Agency are urged to work with the Council to consider opportunities to avoid or reduce environmental effects at source, and to enable the most effective mitigation of those adverse effects that cannot be avoided, including the mitigation of direct and indirect impacts during the construction phase.</p>	<p>Likely significant effects on the environment as a result of the construction and operation of the scheme have been assessed as part of an environmental impact assessment (EIA) and mitigation measures have been identified accordingly. The EIA has been undertaken in accordance with relevant legislation and best practice guidance and the findings are reported in the Environmental Statement. The Highways Agency has engaged with a range of key environmental stakeholders including the Environment Agency, Natural England, English Heritage and local authorities in undertaking this assessment and considering proposed mitigation.</p> <p>The findings of the EIA were shared with these stakeholders prior to the submission of the Development Consent Order application.</p> <p>An assessment of the cumulative impacts of the scheme with other reasonably foreseeable development has been undertaken and is reported in Chapter 18 of the Environmental Statement.</p> <p>An assessment of the cumulative impacts of the scheme with other reasonably foreseeable development, and an assessment of the compounding effects from interacting environmental impacts have been undertaken and are reported in Chapter 18 of the Environmental Statement.</p>
	<p>The Highways Agency should make arrangements for post scheme completion monitoring of local air quality impacts in</p>	<p>The Highways Agency undertakes post opening project evaluations (POPE) of all its major projects and publishes the reports on its website. The POPE reports cover five areas of assessment: environment (including air quality), safety, economy, accessibility and integration. The potential need to relocate the Impington monitor will</p>

	partnership with the local authorities. In addition, the Highways Agency should provide for the suitable relocation of air quality monitoring equipment where current locations are no longer suitable due to implementation of the scheme.	be discussed with the local authority.
E6b Page 19 of 203	Drainage measures and treatments need to be effectively coordinated with planned developments, to ensure effective mitigation.	A flood risk assessment has been undertaken and is appended to the Environmental Statement. In summary this assessment has concluded that there is a need for a range of mitigation measures including balancing ponds and flood compensation areas. These mitigation measures have been added to the scheme where necessary following the consultation and ongoing engagement with the Environment Agency. The assessment presents a worst case scenario and concludes that with the mitigation measures in place, existing flooding conditions would not be adversely affected in relation to most water courses in the vicinity of the scheme. Ongoing engagement with the Environment Agency will ensure that the scheme would be coordinated with other developments. Chapter 18 of the Environmental Statement presents the results of an assessment of cumulative impacts and impact interactions of the scheme in combination with other reasonably foreseeable developments in the area. Cumulative effects could occur where other developments result in increased flood water levels on the same water bodies.
E6b Page 20 of 203	The Highways Agency should make arrangements for post scheme completion monitoring of traffic noise impacts in partnership with the Local Authorities.	The Highways Agency undertakes post opening project evaluations (POPE) of all its major projects and publishes the reports on its website. The POPE reports cover five areas of assessment: environment (including noise), safety, economy, accessibility and integration.
E6b Page 22 of 203	Further information is required in order for the Council to consider the details of the proposed scheme.	Likely significant effects on the environment as a result of the construction and operation of the scheme have been assessed as part of an environmental impact assessment (EIA). The EIA has been undertaken in accordance with relevant legislation and best practice guidance and the findings are reported in the <i>Environmental Statement</i> . The Highways Agency has engaged with a range of key environmental stakeholders including the Environment Agency, Natural England, English Heritage and local authorities in undertaking this assessment. The findings of the EIA were shared with these stakeholders prior to the submission of the DCO application. Details regarding the proposed A14 improvement scheme are provided in Chapter 3 of the <i>Environmental Statement</i> .
E6b Page 22 of	The Highways Agency are urged to fully	An assessment of the likely significant cumulative effects of the scheme with other

203	consider planned developments along the route.	reasonably foreseeable developments within the vicinity of the A14 Cambridge to Huntingdon improvement scheme has been undertaken and is reported in Chapter 18 of the Environmental Statement. The scheme has been designed to accommodate development growth up to the year 2035. The road traffic model used to inform the design of the scheme includes all development that is considered to be 'near certain' or 'more than likely.' Details of these developments have been provided by the local planning authorities in Cambridgeshire.
E9 Page 14 of 132	Support for the provision of west facing slip roads at the A1198 / Ermine Street junction if the modelling demonstrates they are necessary and will not adversely impact on local villages.	If west facing slips are not provided at the A1198 junction, this would result in traffic on the A1198 and from surrounding villages that wishes to travel west on the A14 or north on the A1 having to travel east to Swavesey or on the existing A14 through Huntingdon in order to access the strategic road network. Some traffic may also use the A428 to access the A1 at St Neots. This would increase traffic flows on the A428, the local roads through Huntingdon and would also put additional traffic on the local roads around Swavesey. This issue would be exacerbated by the proposed developments at Bourne Airfield and further expansion of Cambourne.
E10 - 8 of 75	Provision for non-motorised users will be a key legacy of the A14 scheme. Efforts to maintain existing routes and reconnect routes severed by the original A14 are supported, in particular the inclusion of bridges for non-motorised users at Swavesey and Bar Hill junctions. Any improvements to the Histon junction should consider the needs of cyclists, and seek to improve safety.	Under the scheme, existing NMU routes severed by the Huntingdon Southern Bypass would be reconnected at bridges between Offord Road to New Barns Lane. Existing NMU routes which connect into the A14 between Swavesey and Girton would be reconnected or diverted. Histon junction would include signalised NMU crossings of the west and east facing slip roads as in the existing arrangement, and would maintain the continuous north/south NMU facilities across the junction on both sides. Following consultation several improvements to the NMU routes have been implemented including modifications at Swavesey NMU bridge to remove conflicts at Cambridge Services roundabout, improvement of NMU provision on Robin's Lane bridge to include equestrian provision, better NMU provision on the existing Dry Drayton Bridge and the diversion of Footpath 15/5 to Bar Hill.
E11 - 8 of 87	The Council and the developers of the NIAB/ Darwin Green scheme should be consulted in order to deliver the best solution in terms of noise mitigation, drainage and masterplanning.	Ongoing informal engagement has taken place with local authorities and other key stakeholders since the formal consultation. This would be continued through the DCO process and would address this request.
E11 – 9 of 87	The Preliminary Environmental Information Report identifies that, overall, the landscape	A landscape and visual impact assessment (LVIA) has been undertaken and is reported in Chapter 10 of the Environmental Statement. Wider landscape impacts,

	<p>in this area is considered to be of low to moderate value and sensitivity. The Scheme needs to consider the wider impacts on Cambridge and the setting of the historic city, as well as the villages along the route, to reflect the local landscape character. This should include exploring off-site planting and mitigation where appropriate.</p>	<p>including impacts on the green belt surrounding Cambridge, which forms part of the setting of the city, and local landscape character have been considered as part of the LVIA and in the design of a range of mitigation measures integral to the scheme, which include ground shaping and extensive tree and shrub planting to screen where appropriate the highway and traffic flow, and to integrate the scheme into the wider landscape. Wherever necessary to achieve the required mitigation sufficient land has been included in the scheme boundary. It is not therefore necessary to rely upon any off site planting to deliver the mitigation and hence offsite planting does not form part of the Development Consent Order application.</p> <p>The environmental mitigation proposals can be seen in the Outline Environmental Design drawings contained in Figure 3.2 of the Environmental Statement.</p>
E11 – 10 of 87	<p>Development is allocated on the Cambridge Northern Bypass between Huntingdon Road and Histon Road immediately south of the A14 (NIAB / Darwin Green) within the adopted South Cambridgeshire Local Development Framework. The plan seeks environmental noise attenuation in the form of landscaped earth mounds / bunds rather than noise barrier fencing, recognising the impacts on the Green Belt setting of the historic City of Cambridge.</p>	<p>A noise impact assessment has been undertaken and is reported in Chapter 14 of the Environmental Statement. Extensive mitigation measures have been designed into the scheme to reduce noise impacts during operation including the alignment and cuttings, low noise road surfacing and landscape earthworks to mitigate visual impact and reduce noise.. Additional noise mitigation measures have been added to the scheme design since the consultation period, in response to consultation feedback and the technical assessment work. In addition appropriately designed highways standard noise barriers, would be installed as required to reduce or remove significant noise effects at various locations where sustainable to do so in accordance with Government noise policy.</p> <p>Provision of barriers has taken account of benefit compared to cost, engineering practicability, other environmental impacts caused by the barriers and stakeholder consultation.</p> <p>Views are currently largely of an open nature between the A14 Cambridge Northern Bypass and the landscape to the south in this location. Scattered vegetation south of the A14 Cambridge Northern Bypass would mostly be retained, and proposed hedge/tree planting would be implemented where space allows improving screening of traffic and softening of the proposed noise barrier at Woodhouse Farm and Orchard Close. It is not considered that the scheme would significantly affect the existing visual relationship between the A14 Cambridge Northern Bypass in this location and the landscape to the south, or the green belt setting of the historic city of Cambridge. It is not therefore considered that environmental bunds are necessary in this section to provide visual mitigation for the scheme.</p>

E11 – 10 of 87	The drainage pond at Woodhouse Farm could affect the successful implementation of the NIAB/ Darwin Green scheme.	The balancing pond referred to has been removed as part of scheme revisions in response to the consultation feedback and this no longer poses an issue.
E11 – 10 of 87	The Highways Agency should consider general opportunities to improve the functions of the Histon and Milton junctions, including for Non-Motorised Users (NMU). Improvements to the Milton junction should not prejudice the delivery of Waterbeach New Town. This is identified in the Submission South Cambridgeshire Local Plan and is likely to require junction improvements.	<p>The scheme has been designed to accommodate development growth up to the year 2035. The road traffic model used to inform the design of the scheme includes all development that is considered to be 'near certain' or 'more than likely'. Details of these developments have been provided by the local planning authorities in Cambridgeshire.</p> <p>The scheme would enhance capacity at Milton junction by improving the west facing slip roads, adding a dedicated left turn to the A10 north and adding an extra lane over the east bridge on the circulatory. This would ensure that, despite the forecast increase in traffic flows at these junctions, future conditions with the scheme would be no worse than if the scheme does not go ahead.</p> <p>The design has been refined further since the formal consultation in response to consultation feedback and ongoing technical studies. Improvements at Histon Junction roundabout have been provided; a third flare for the B1049 Cambridge Road North on the approach to the roundabout has been added to improve capacity. This would ensure that, despite the forecast increase in traffic flows at these junctions, future conditions with the scheme would be no worse than if the scheme does not go ahead. The provision of NMU facilities on the northern side of the Cambridge Northern Bypass has been considered by the project team in conjunction with Cambridgeshire County Council. On conclusion the Highway Agency cannot justify increasing the land required for the scheme in the DCO to accommodate this.</p> <p>However, Histon junction would include signalised NMU crossings of the slip roads as in the existing arrangement, and would maintain the continuous NMU facility across the junction on both sides</p> <p>It is intended that all NMU traffic using the route at Milton Junction would use the high quality route across the Jane Coston Footbridge, thereby avoiding user safety issues at the heavily trafficked roundabout..</p>
E11 Page <b>12</b> of <b>87</b>	The new NMU route should be linked to existing and planned cycle routes. For North West Cambridge this should include the NIAB / Darwin Green developments.	The provision of NMU facilities on the northern side of the Cambridge Northern Bypass to link into the Darwin Green development has been considered by the project team in conjunction with Cambridgeshire County Council. On conclusion the Highway Agency cannot justify increasing the land required for the scheme in the DCO to accommodate this.
E12 Page <b>5</b> of	Careful landscape treatment will be	An assessment of the impacts of the scheme on the landscape has been undertaken

53	required where the local access road will be in close proximity to the A14 near the Further detail is needed to understand the impact and to ensure a quality environment for local users, including NMU.	and is reported in Chapter 10 of the <i>Environmental Statement</i> . Landscaping works are proposed to lessen the landscape and visual impacts. Carefully designed environmental bunds and extensive tree and shrub planting would help to screen the highway and traffic flow, and to integrate the scheme into the wider landscape. Since the formal consultation a strip of grassland has been added either side of the local access road, providing a buffer to the A14. Without extending the land take it would not be practicable to add further landscaping works. Details of the environmental mitigation can be found in the Outline Environmental Design drawings contained on Figure 3.2 of the <i>Environmental Statement</i> .
E12 Page 6 of 53	Provision of a Local Access Road is important to ensure local residents can access settlements in South Cambridgeshire conveniently when the A14 has fewer junctions than at present and to improve traffic flow on the A14.	Support is duly noted.
E12 Page 6 of 53	Supportive of the proposed NMU route along the local access road for the following reasons: <ul style="list-style-type: none"> <li>• It offers a legacy opportunity to promote NMU and support a modal shift away from the car.</li> <li>• It will support multi modal improvements envisaged by the original CHUMMS Report.</li> <li>• Infrastructure needs to reflect the fact that cycling levels are significantly higher in the Cambridge area than the UK average.</li> </ul>	Support duly noted. Approximately 30 km of new NMU facilities would be provided as part of the scheme. Of this, over 12 km would be provided in a continuous shared NMU facility from Mill Road, Fenstanton to the A1307 Huntingdon Road, Cambridge, segregated from the carriageway, to provide links between Fenstanton, Swavesey, Bar Hill and Cambridge, and to link to the Northstowe development and to provide connections to existing/severed bridleways. Two NMU bridges would be provided at Bar Hill and Swavesey and bridleways would be re-established at Brampton. Further NMU crossings would be provided on Robins Lane and Dry Drayton Bridges. Existing NMU routes severed by the Huntingdon Southern Bypass would be reconnected at bridges between Offord Road to New Barns Lane.
E12 Page 7 of 53	Confirmation is sought from the HA that a high quality route will be provided, similar to that alongside the Guided Busway.	Approximately 30 km of new NMU facilities would be provided as part of the scheme. Of this, over 12 km would be provided in a continuous shared NMU facility from Mill Road, Fenstanton to the A1307 Huntingdon Road, Cambridge, segregated from the carriageway, to provide links between Fenstanton, Swavesey, Bar Hill and Cambridge, and to link to the Northstowe development and to provide connections to existing/severed bridleways. Two NMU bridges would be provided at Bar Hill and Swavesey and bridleways would be re-established at Brampton. Further NMU crossings would be provided on Robins Lane and Dry Drayton Bridges. Existing

		NMU routes severed by the Huntingdon Southern Bypass would be reconnected at bridges between Offord Road to New Barns Lane. The NMU facilities would be designed in accordance with the Highways Agency's Standards, the Design Manual for Roads and Bridges for the provision of facilities for non-motorised users. The NMU route along the local access road would be a high quality, paved, 3m to 4m wide shared use facility segregated from the carriageway.
E15 Page 3 of 48	The proposed scheme does not provide additional movements between the A428 (E) and M11 (S) at the Girton interchange.	The scheme does not include provision for movements that are not currently provided such as the A428 to M11. These additional connections would increase the cost of the scheme, result in environmental impacts and are not considered necessary to meet the objectives of the scheme as set out in the <i>Case for the Scheme</i> . The scheme would allow travel between the A428 and the M11 via the A1303 Madingley Road and M11 Junction 13. The Highways Agency continues to review the operation of the trunk road network through its Route Based Strategy studies and will target future improvements where need is greatest.
E15 Page 3 of 48	Concerns regarding provision for cyclists and pedestrians between Foot Path Girton 5 and Foot Path Girton 4: <ul style="list-style-type: none"> <li>• The A1307 will be a busy and fast-moving dual carriageway and it will not be easy or safe to cross.</li> <li>• The scheme should consider pedestrian and cycle links across the Huntingdon Road, in particular linking up with the toucan crossing planned for the access road to the North West Cambridge development.</li> </ul> <p>There will be significant numbers of pedestrian and cycle movements in this area.</p>	A toucan crossing facility would be provided at this crossing point to cater for the NMU movements. Additionally, Cambridgeshire County Council proposes to convert Foot Path Girton 5 and Foot Path Girton 4: to bridleways to link to the wider facilities being provided north and west of Girton interchange as part of the scheme. A shared use link would also be provided on the east side of A1307 to link the toucan crossing to Foot Path Girton 5 (to become a bridleway).
E15 Page 4 of 48	Confirmation is sought that the bridleway at the western edge of the new A14 link will have a hard surface.	Following consultation with Cambridgeshire County Council it was agreed that the bridleway would have a compacted, loose material surface to cater for all NMU users.
E15 Page 4 of 48	The Highways Agency should consider additional movements at the Girton	The scheme does not include provision for movements that are not currently provided such as the A428 to M11. These additional connections would increase the cost of the

	interchange, principally A428 to A14, and A428 to M11, particularly in light of growth plans in the A428 corridor in South Cambridgeshire and beyond.	scheme, result in environmental impacts and are not considered necessary to meet the objectives of the scheme as set out in the <i>Case for the Scheme</i> . The scheme would allow travel between the A428 and the M11 via the A1303 Madingley Road and M11 Junction 13.
E15 Page 4 of 48	If the Route Based Strategy for the A428 is not included in the proposals it should be brought forward urgently to address the link between the A428 / A1307 and the M11.	Improvements to the A428 are not included within the A14 improvement scheme. The Highways Agency continues to review the operation of the trunk road network through its Route Based Strategy studies and will target future improvements where need is greatest.
E15 Page 5 of 48	The Highways Agency should upgrade the A1303 to accommodate trunk road traffic.	Improvements to the A1303 are not included within the A14 improvement scheme. The Highways Agency continues to review the operation of the trunk road network through its Route Based Strategy studies and will target future improvements where need is greatest.
E15 Page 5 of 48	The Highways Agency should consider the options for improvements to increase capacity on the A428 between Caxton Gibbet and the A1.	Improvements to the A428 are not included within the A14 improvement scheme. The Highways Agency continues to review the operation of the trunk road network through its Route Based Strategy studies and will target future improvements where need is greatest.
E15 Page 6 of 48	Additional movements at Girton interchange should be addressed as part of the current scheme.	The scheme does not include provision for movements that are not currently provided such as the A428 to M11. These additional connections would increase the cost of the scheme, result in environmental impacts and are not considered necessary to meet the objectives of the scheme as set out in the <i>Case for the Scheme</i> . The scheme would allow travel between the A428 and the M11 via the A1303 Madingley Road and M11 Junction 13.
E18 Page 12 of 215	It will be important that the environmental impacts of borrow pits are fully explored, and particularly mitigation measures during their use. Where practicable these should be returned to agriculture. Future purpose and management of these areas should be identified from the outset where not being returned to agriculture. The Highways Agency should explore fully the opportunities they provide for biodiversity and amenity, including consulting with local communities, having regard to long-term management and maintenance.	An environmental impact assessment (EIA) has been conducted across the scheme including around borrow pits, details of which can be found in the <i>Environmental Statement</i> . During construction, contractors would work in accordance with the <i>Code of Construction Practice</i> which sets out measures which would help mitigate and control impacts as a result of construction. Restoration of the borrow pits is proposed as part of the scheme. Further detail on the proposed borrow pits is reported within Appendix 3.3 of the <i>Environmental Statement</i> , which provides background to the restoration design of the borrow pits. Restoration of the borrow pits have two main objectives: providing future agricultural or recreational possibilities (such as walking or fishing), and contributing to biodiversity, with the balance determined by local factors.



E18 Page 14 of 215	The Proposed Scheme General Arrangement maps need to be clarified and improved to include ecological mitigation areas and special land categories.	The general arrangements drawings would be further developed as the scheme progresses. In order to improve drawing clarity, only certain layers have been selected for these drawings. Plans setting out special category land can be found at Document Reference 2.11, and mitigation drawings can be found within the Environment Statement.
E18 Page 16 of 215	It is essential to take into account all future development aspirations including within Suffolk and Northstowe.	The scheme has been designed to accommodate development growth up to the year 2035. The road traffic model used to inform the design of the scheme includes all development in Cambridgeshire that is considered to be 'near certain' or 'more than likely'. Details of these developments have been provided by the local planning authorities. Growth outside the study area has been considered by use of the Cambridge Sub-Regional Model (CSRM). It includes population, housing and employment growth forecasts. Consequently, development growth in Suffolk (and elsewhere along the A14 corridor) is allowed for in the Agency's traffic forecasts, although individual developments have not been specifically considered outside of Cambridgeshire.
E18 Page 18 of 215	In response to the decision to remove tolling, the Council is pleased that local residents would no longer be charged to use the road.	Support for the scheme is duly noted.
E18 Page 18 of 215	The new route must deliver segregated cycling provision of a high quality, reflecting best practice standards rather than minimum standards. This includes delivering a path of suitable width, surfacing, separation from the road carriageway (by grass verge or hedge), and junction standards, to accommodate high volumes of cyclists safely and conveniently. Desire lines of users should be considered through the design process, rather than designing the route an afterthought. There are a number of locations along the route where this needs further consideration.	Approximately 30 km of new NMU facilities accessible to cyclists would be provided as part of the scheme. Of this, over 12 km would be provided in a continuous shared NMU facility from Mill Road, Fenstanton to the A1307 Huntingdon Road, Cambridge, segregated from the carriageway, to provide links between Fenstanton, Swavesey, Bar Hill and Cambridge, and to link to the Northstowe development and to provide connections to existing/severed bridleways. Two NMU bridges would be provided at Bar Hill and Swavesey and bridleways would be re-established at Brampton. Further NMU crossings would be provided on Robins Lane and Dry Drayton Bridges. Existing NMU routes severed by the Huntingdon Southern Bypass would be reconnected at bridges between Offord Road to New Barns Lane.
E18 Page 22 of 215	Developments such as Waterbeach, Bourn Airfield and Cambourne West have not	Interim traffic forecasts were presented at the formal consultation. Since the formal consultation further consultation has taken place with the local planning authorities in

	<p>been included in the traffic modelling.</p>	<p>Cambridgeshire regarding future development assumptions. The latest advice received from the local planning authorities indicates that a number of other developments, including the developments at Waterbeach, Bourn Airfield and Cambourne West are now considered 'more than likely' to go ahead. These developments have therefore been included within the traffic modelling and amendments have been made to the design to ensure that the scheme would accommodate these developments.</p>
<p>E18 Page 28 of 215</p>	<p>The Highways Agency should continue to work with the Council on local environmental issues such as noise, artificial lighting, air quality, contaminated land, drainage and water environment (including SCDC award drains), ecology, heritage, and landscape impact as the scheme progresses including consideration of the interrelationships between these issues and cumulative effects.</p>	<p>Likely significant effects on the environment as a result of the construction and operation of the scheme have been assessed as part of an environmental impact assessment (EIA) and mitigation measures have been identified accordingly. The EIA has been undertaken in accordance with relevant legislation and best practice guidance and the findings are reported in the <i>Environmental Statement</i>. The Highways Agency has engaged with a range of key environmental stakeholders including the Environment Agency, Natural England, English Heritage and local authorities in undertaking this assessment and considering proposed mitigation. The findings of the EIA were shared with these stakeholders prior to the submission of the Development Consent Order application. An assessment of the cumulative impacts of the scheme with other reasonably foreseeable development has been undertaken and is reported in Chapter 18 of the <i>Environmental Statement</i>. An assessment of the cumulative impacts of the scheme with other reasonably foreseeable development, and an assessment of the compounding effects from interacting environmental impacts have been undertaken and are reported in Chapter 18 of the <i>Environmental Statement</i>.</p>