

From: Stokes, Florence [<mailto:Florence.Stokes@jacobs.com>]
Sent: 31 July 2015 11:31
To: A14 Cambridge to Huntingdon
Cc: Nicholas Coombes; Clarke, Martin
Subject: RE: A14 Cambridge to Huntingdon

Morning Nicolas,

Following on from the submission we made below, the team have realised that we have incorrectly numbered two submissions with the same reference number (HE/A14/EX/69).

Our apologies for this, I have noticed that these submissions haven't been uploaded to the website yet and feel that it might be clearer for the public, and all parties, if we could have the opportunity to revise the document references before they are published. I have revised versions which I could send through to you with the corrected references if this is possible.

If you could let me know and I will forward you the revised versions. If you would like to discuss I am available all day on the below number.

Document Reference used:	Document Reference should be:	Document Title
HE/A14/EX/69	No change	Letter relating to HE-A14-EX-68 CA Regs Submission of 22 July
HE/A14/EX/69	HE/A14/EX/70	Cover Letter for Addendum to Report 6 (Response to written representations Report 6: Non-Statutory Organisations and Businesses)
HE/A14/EX/70	HE/A14/EX/71	Addendum to Report 6 (Response to written representations Report 6: Non-Statutory Organisations and Businesses)

Just to highlight, the reference number is the only change that would be made to these two items.

Our apologies for this error, we are going to add another safety loop to our process to ensure this doesn't occur again.

Thanks
Florence

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From: Stokes, Florence
Sent: 28 July 2015 19:15

To: A14 Cambridge to Huntingdon
Cc: Nicholas Coombes (Nicholas.Coombes@pins.gsi.gov.uk); Clarke, Martin
Subject: A14 Cambridge to Huntingdon

Dear Nicolas,

As discussed with Martin last week, please find our letter and addendum to Written Reps Report 6 attached which covers our comments on St Ives Written Representation.

If you could please confirm receipt of this email.

Many thanks
Florence

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Our ref: HE/A14/EX/70
Your ref: TR010018

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28th July 2015

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Dear Nicholas,

Draft A14 Cambridge to Huntingdon Improvement Scheme Development Consent Order

Comments on the Written Representation from St.Ives Town Council

Please find enclosed document reference HE/A14/EX/71 - Highways England's comments on the Written Representations (Addendum to Report 6: Non-Statutory Organisations and Businesses) which contains our comments on the Written Representation made by St.Ives Town Council received on 1 July 2015.

The original Report 6 (examination library reference REP4-016, our reference HE/A14/EX/54) was submitted at deadline 4 (7 July 2015), with comments on the Written Representations by Non-Statutory Organisations and Businesses that had been submitted at deadline 2 (15 June 2015).

I would be grateful if you would please acknowledge safe receipt of the enclosed documents.

Yours sincerely



John Rowland
Project Manager
A14 Cambridge to Huntingdon improvement scheme
Highways England

A14
Cambridge to Huntingdon
improvement scheme
Development Consent Order Application

HE/A14/EX/71

TR010018

HE/A14/EX/71

Highways England's comments on the Written Representations
(Addendum to Report 6: Non-Statutory Organisations and Businesses
Document Reference HE/A14/EX/54 submitted at Deadline 4 - 7 July 2015)

28 July 2015

The Infrastructure Planning (Examination Procedure) Rules 2010



A14 Cambridge to Huntingdon improvement scheme

Development Consent Order Application
Highways England's comments on the Written Representations
(Addendum to Report 6: Non-Statutory Organisations and
Businesses)

HE/A14/EX/71

28 July 2015

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1 Introduction

1.1 Purpose of this report

- 1.1.1 This report forms an addendum to Highways England's *comments on the Written Representations Report 6: Non-Statutory Organisations and Businesses (examination library reference REP4-016, our document reference HE-A14-EX-54)*, submitted to the Examining Authority at deadline 4 (7 July 2015).
- 1.1.2 In addition to the 17 written representations submitted to the Examining Authority at deadline 2 (15 June 2015) by persons who are non-statutory organisations and/or businesses, a written representation from St Ives Town Council was published on the National Infrastructure Planning website after deadline 2, on 1 July 2015.
- 1.1.3 This report provides Highways England's comments on the principal issues raised in the St Ives Town Council written representation, thereby providing a reference document to St Ives Town Council and the Examining Authority.
- 1.1.4 The report focuses on substantive issues raised in the written representation and does not comment on introductory or contextual information.

1.2 Structure of this document

- 1.2.1 This report relates only to the St Ives Town Council written representation.
- 1.2.2 The report provides an overview of the Interested Party and the issues raised by the written representation. The overview also notes any points made in support of the scheme. The issues raised in the representation are structured by principal issue in line with the principal issues identified in Annex C of the Rule 6 letter. These sections set out the issues raised with quotes and summaries and the Highways England response to these issues.

1.3 Ongoing engagement

- 1.3.1 Highways England continue to engage with non-statutory organisations and businesses, including through ongoing correspondence and meetings. Some of the issues set out in this report, may also be addressed as part of this ongoing engagement.

2 St Ives Town Council

2.1 Overview

- 2.1.1 St Ives Town Council submitted a written representation (dated 23 June 2015) identifying issues around traffic flows, borrow pits, non-motorised user (NMU) provision, signage and construction jobs.
- 2.1.2 The representation raises principal issues as detailed below. Quotes and summaries taken from the St Ives Town Council's written representation are highlighted in bold, followed by a response from Highways England.
- 2.1.3 In addition to issues raised, St Ives Town Council also made the following points in support of the application:
- Highways England notes that the Town Council support the need to improve the existing A14 which is often congested.
 - Highways England notes that the Town Council considers the A14 improvement to be a key part of the new infrastructure required to support proposed housing and commercial development in and around St Ives and the rest of Cambridgeshire.

2.2 Design and Engineering Standards

Key issue

“The Town Council support the provision of a cycle route alongside the new road between Fen Stanton towards Cambridge. This will provide an alternative route from St Ives to Cambridge when the existing route alongside the guided busway is flooded. A cycle way from the A14 to St Ives should be provided as part of the scheme.” Page 3, Para 3.2

Highways England response

- 2.2.1 Highways England notes and appreciates St Ives Town Council's support for the provision of a NMU facility alongside the existing A14 and new Local Access Road from Fenstanton towards Cambridge, and also notes the request for provision of a cycle route from Fenstanton to St Ives.
- 2.2.2 Highways England has considered carefully the provision of NMU facilities within the scheme proposals, and although the basis of this request is understood, the proposal would be well beyond the extent of the boundaries of the works proposed in connection with the A14 scheme and could not be justified as a part of the Development Consent Order.
- 2.2.3 However, the existing regional cycle route 24, which makes use of High Street, Fenstanton, the shared facility alongside Low Road, and London Road to reach the centre of St Ives, would link with the new NMU facility provided as a part of the A14 scheme between Fenstanton and the outskirts of Cambridge. This is shown on Sheet 12 of the updated *General Arrangement Plans* (examination reference APP 774, application reference HE/A14/EX/11).
- 2.2.4 There is also a link between Swavesey (and thenceforth onto regional cycle route 24 through Fen Drayton and Fenstanton to St Ives) and Bucking Way Road that Cambridgeshire County Council has recently provided which would link with the proposed new NMU facility at Bucking Way Road roundabout and the NMU bridge at Swavesey junction. As part of the Northstowe development, there are also plans for facilities from Longstanton and Northstowe, which would link with the new facility and NMU bridge at Bar Hill.
- 2.2.5 In these circumstances, it is considered that the Scheme provides sufficient links to existing provision for connections to St Ives. The request to provide a separate cycleway from Fenstanton to St Ives would therefore be a matter for the Local Highway Authority, Cambridgeshire County Council, to consider.

Key issue

“The Town Council would like to see further details of the proposed signage strategy from the A14 and A1 to St Ives. Many vehicles from the A1 north to St Ives may wish to travel via the de-trunked A14 and the A141 around Huntingdon as this will be a much shorter route than continuing on the new A14. Will there be any signs to encourage or deter this?”

“The Town Council urge that brown heritage signs to St Ives and the historic riverport be provided on the new route.” Page 3, Para 3.4 and 3.5

Highways England response

- 2.2.6 Highways England notes St Ives Town Council's request to see further details of the proposed signage strategy from the A14 and A1 to St Ives. Highways England has a proposed signage strategy in place which indicates the available route for vehicles from the A1 North to St Ives via the de-trunked A14 (the proposed A1307) and the A141 around Huntingdon. Highways England can confirm that the current signage design will enable this at A1M Junction 14, A14/A1198 Ermine Street and A14 Swavesey Junction.
- 2.2.7 Highways England acknowledges St Ives Town Council's request for brown heritage signs to St Ives and the historic riverport. This request and the provision of such signs would be addressed during the detailed design stage of the project (if the development consent order is made).

2.3 Economic and Social Effects

Key issue

“The Town Council urge that during the construction phase, the contractors will be required to prioritise jobs and apprenticeships to local people to maximise the benefit to the local economy.” Page 3, Para 3.6

Highways England response:

- 2.3.1 Chapter 16 of the *Environmental Statement (ES)* (document reference 6.1) provides an assessment of the local employment effects from the construction period of the scheme. Cambridgeshire is used as the study area in Chapter 16 to consider the employment and unemployment. Paragraph 16.6.23 states:
- 2.3.2 *“The construction phase of the scheme would be expected to generate between 6,285 and 7,975 person years of construction employment across all six work sections. Once the estimated construction period between 2016 and 2021 is taken into account, this equates to between 2,530 and 3,520 individual jobs”.*
- 2.3.3 Currently, approximately 10,500 people or 4% of workers in Cambridgeshire are employed in the construction industry. Of the jobs created by the scheme, it is acknowledged in Chapter 16 of the *ES* that the labour force required would vary over the six year construction period. Not all jobs would be additional to Cambridgeshire, as some jobs may be displaced from elsewhere while others would be filled by people from outside the local area.
- 2.3.4 Highways England is committed to supporting the education, employment and skills agenda as part of the A14 project with the aim of maximising local opportunities and to address potential skills shortages in the roads infrastructure sector. Highways England will set up a National Skills Academy (NSA) for the project and is in the process of establishing Key Performance Indicators which meet NSA requirements, alongside additional project-specific targets to address specific local priorities as set out in the A14 Education, Employment and Skills Strategy. A Skills and Employment sub-group (part of the Strategic Stakeholder Board (SSB)) will be set up to support delivery of the strategy. The key role of the group will be to ensure that the local provision is in place to support delivery of targets.
- 2.3.5 All targets will be consulted upon with the SSB as well as with the design consultants and contractors who will be the key delivery partners.

2.3.6 A supply chain development strategy will also be developed targeting small local businesses enabling them to access the contract opportunities, whilst helping them to develop the skills and expertise needed to maximise supplier and individual success.

2.4 Transportation and Traffic

Key issue

“The new road alignment, being further away from St Ives than the existing road, will affect the way in which people access the town. This will affect the amount of traffic on roads into the town especially the A1096 (+1000 vehicles per day) and the A1123 (-1800 vehicles per day). Given the new development planned for the area, these figures will need to be monitored once the new road is opened.” Page 2, Para 2.3

Highways England response

2.4.1 Highways England agrees to the principle of jointly monitoring traffic flows with Cambridgeshire County Council, Cambridge City Council, Huntingdonshire District Council and South Cambridgeshire District Council. Highways England also agrees with the principle that should the results of this monitoring establish impacts significantly greater than those predicted at the current time and are attributable directly to the impact of the A14 improvement scheme, Highways England will agree to fund appropriate and reasonable mitigation measures. The location, scope, specification, and timing of the monitoring have not yet been agreed but it is expected that agreement between Highways England and the councils will be reached prior to the commencement of construction.

Key issue

“The removal of the existing viaduct in Huntingdon will have a significant impact on traffic flows around Huntingdon. The Town Council recognise the possible benefits of reduced traffic flows through Godmanchester but have concerns regarding the impact of traffic around Huntingdon railway station and Hinchingsbrooke Hospital. The predicted traffic flows need to be tested during the examination and subject to sensitivity tests to ensure that the traffic across the range of predictions.” Page 2, Para 2.4

Highways England response

- 2.4.2 The reasons for removal of the Huntingdon Viaduct are explained in the *Response to the Examining Authority's First Written Questions Report 7*, at question 1.7.9 on page 28 (*examination reference REP2-008, application reference HE/A14/EX/34*). This document was submitted on 15 June 2015 and is publicly available through the Planning Inspectorate's website.
- 2.4.3 The *Transport Assessment (document reference 7.2)* provides traffic projections for both a 'Do Something' (with scheme) scenario and 'Do Minimum' (without scheme) scenario based on version 2 of the Cambridge to Huntingdon A14 Road Model (CHARM2).
- 2.4.4 Details of updated traffic projections based on version 3a of the Cambridge to Huntingdon A14 Road Model (CHARM3a) are provided in the *Traffic Modelling Update Report (examination reference REP2-018, document reference HE/A14/EX/44)* submitted to the Planning Inspectorate on 15 June 2015.
- 2.4.5 Table 2.24 (2020) and Table 2.25 (2035) summarises forecast flows on a selection of roads in Huntingdon town centre with and without the scheme. These forecasts indicate that the impact of the scheme on traffic flows in and around Huntingdon would be mixed, with some routes benefiting from a substantial reduction in traffic flows (e.g. Brampton Road, Huntingdon Town Bridge and both sides of the ring road), while other roads would get busier (e.g. Stukeley Road, St Peter's Road and Edison Bell Way) as traffic reroutes in response to the changes that would be made to the strategic and local road network.
- 2.4.6 Operational assessments, which provide an indication of the future performance of the junctions in Huntingdon town centre were also included in the Transport Assessment for both 'Do Something' (with scheme) scenario and 'Do Minimum' (without scheme) scenarios. Operational assessments were provided for the following junctions:
- Hinchingsbrooke Park Road / Views Common junction;

- Brampton Road / Underpass junction;
- Brampton Road / Hinchingbrooke Park Road junction;
- Brampton Road / Edison Bell Way junction; and
- Ermine Street / Edison Bell Way junction.

2.4.7 Revised assessments using traffic projections based on version 3a of the Cambridge to Huntingdon A14 Road Model (CHARM3a) are provided in the *Traffic Modelling Update Report*. These updated forecasts based on CHARM3a are 3-5% higher than the corresponding forecasts based on CHARM2.

2.4.8 The results of the operational assessments are summarised in Table 3.1 (2020) and Table 3.2 (2035) of the *Traffic Modelling Update Report*. These show that all of the junctions have been designed with sufficient capacity to accommodate the levels of traffic that are forecast to use it on a typical day in 2020 and 2035 with the scheme, with the exception of the Brampton Road / Edison Bell Way junction which will be operating at capacity in the peak hours with the scheme.

2.4.9 The results of the operational assessments for the Brampton Road / Edison Bell Way junction indicate that it would be operating at capacity in the peak hours with the scheme (the 'Do-Something' scenario), while the junction would operate just within capacity without the scheme (the 'Do-Minimum' scenario). The main reason for the deterioration in performance between the 'Do-Minimum' and 'Do-Something' scenarios is the improvements that have been made for non-motorised users at this junction, as described above. These improvements would result in the total crossing time being comparable with or lower than the 'Do-Minimum' scenario on most movements through the junction. However, they would also result in a reduction in the capacity for traffic movements, resulting in longer queues and delays. Highways England has also been undertaking Local Impact Testing (LIT) in consultation with Cambridgeshire County Council and Cambridge City Council to examine the impacts of changes to a number of the assumptions in the CHARM3a 'core' forecasts. The principle change involves alterations to the infrastructure assumptions contained within the 'core' forecasts, with the LIT removing a number of schemes. Some changes to the allocation of demand have also been undertaken. The results of the CHARM3a LIT will be reported in the Local Impact Testing Report, to be provided to the Examining Authority at deadline 6 of the DCO examination (3 August 2015).

Key issue

“The Town Council support the provision of borrow pits to provide construction materials for the project. This will reduce the amount of construction traffic on local roads. The final construction transport strategy should avoid any lorries travelling through St Ives.” Page 3, Para 3.1

Highways England response

2.4.10 In accordance with the Code of Construction Practice (CoCP) (appendix 20.2 of the *Environmental Statement Appendices, document reference 6.3*), the main contractors would form a Traffic Management Working Group (TMWG) and would consult with local authorities regarding access routes that may be used by the main contractors to access the construction sites. This would include consultation regarding any particular timing restrictions on the use of the roads. Access routes for construction would be limited as far as reasonably practicable, to the trunk road network. Access along local roads, including those within St Ives, would be restricted but may be necessary in some cases, while access along residential roads would be generally prohibited.

2.4.11 Mass haul of borrow pit material would generally be on temporary roads within the footprint of the construction site and are illustrated in Figure 3.1 of the *Environmental Statement Figures (document reference 6.2)*.

Key issue

“The Town Council would like to see additional traffic modelling carried out on local roads leading to the new A14, especially the A1096 and A1123 as noted in 2.3 and 2.4 above. As these figures are a best estimate and the public seldom follow predicted routes, we would want to see sensitivity testing carried out on the figures to gain assurance that road congestion on local roads will not worsen as a result of the scheme. Previous discussions with the Highways Agency indicated that the average journey time from St Ives to Cambridge would only reduce by 29 seconds as a result of the scheme. This suggests that any journey time improvements produced by the scheme would be largely offset by extra congestion elsewhere.” Page 3, Para 3.3

Highways England response

- 2.4.12 The Cambridge to Huntingdon A14 Roads Model (CHARM) has been developed in accordance with guidance provided by the Department for Transport (DfT) and set out in its Web-based Transport Appraisal Guidance (WebTAG). The model has been calibrated and validated against the criteria set out in WebTAG unit M3.1 ‘*Highway Assignment Modelling*’. Validation statistics for CHARM3a are provided in the *Traffic Modelling Update Report (examination reference REP2-018, document reference HE/A14/EX/44)* submitted to the Examining Authority at deadline 2 of the Development Consent Order (DCO) examination.
- 2.4.13 The ‘core’ scenario traffic forecasts have been produced in accordance with DfT guidance provided in WebTAG unit M4 ‘*Forecasting and Uncertainty*’. These forecasts have been constrained to national growth forecasts published by the DfT: these comprise the National Trip End Model version 6.2 (NTEM v6.2) and the National Transport Model (NTM) Road Traffic Forecasts 2013 (RTF13). The former is used to provide national growth forecasts for ‘light’ vehicles, whilst the latter has been used to forecast the growth in Heavy Goods Vehicles (HGVs).
- 2.4.14 The ‘core’ traffic forecasts have taken account of local uncertainty in growth. As set out in section 3.6 of the *Transport Assessment (document reference 7.2)*, only those developments that are considered as either ‘near certain’ or ‘more than likely’ to occur have been included; those developments that are less certain (considered as ‘reasonably foreseeable’ or ‘hypothetical’) have been excluded. This process was undertaken in conjunction with local planning officers from Cambridgeshire County Council, Cambridge City Council, Huntingdonshire District Council and South Cambridgeshire District Council.

2.4.15 It is acknowledged that the 'core' scenario provides only a single view of traffic growth that may occur. Thus, in accordance with WebTAG unit M4, sensitivity tests to assess the impact of uncertainty in the national growth forecasts have been undertaken comprising both 'High' and 'Low' growth tests. The tests involve the addition (high growth) or removal (low growth) of a proportion of the Base Year demand on the 'core' forecast demand.

2.4.16 The forecast annual average daily traffic flows on the A1096 (south of St Ives) and A1123 (east of St Ives) in the low, core and high growth scenarios based on CHARM3a are summarised in the tables below. Forecasts are presented with and without the A14 improvement scheme along with the absolute and percentage changes in flow.

Table 2-1: Forecast AADT flows on the A1096 south of St Ives

	Low	Core	High
2035 without scheme	21,200	22,600	22,100
2035 with scheme	22,100	23,300	22,900
Absolute change	+900	+700	+800
Percentage change	+4%	+3%	+4%

Table 2-2: Forecast AADT flows on the A1123 west of St Ives

	Low	Core	High
2035 without scheme	17,500	18,500	19,200
2035 with scheme	16,200	17,100	18,000
Absolute change	-1,300	-1,400	-1,200
Percentage change	-7%	-8%	-6%

2.4.17 This analysis shows that while the forecast traffic flows on the A1096 and A1123 vary depending on the level of growth assumed, the impact of the scheme is largely the same in all three scenarios, with traffic flows on the A1096 forecast to increase by 3-4% and traffic flows on the A1123 forecast to reduce by 6-8%.

2.4.18 Some assessment of local uncertainty has also been undertaken. Highways England has been undertaking Local Impact Testing (LIT) in consultation with Cambridgeshire County Council and Cambridge City Council to examine the impacts of changes to a number of the assumptions in the 'core' forecasts. The principle change involves alterations to the infrastructure assumptions contained within the 'core' forecasts, with the LIT removing a number of schemes. Some changes to the allocation of demand have also been undertaken. The results of the LIT will be reported in the *Local Impact Testing Report*, to be provided to the Examining Authority at deadline 6 of the DCO examination (3 August 2015).

2.4.19 The 'core' traffic model forecasts have therefore been subject to various sensitivity tests and analyses that have some impact on the traffic forecasts on roads throughout the Study Area, including the A1096 and A1123.

2.4.20 Highways England's journey time forecasts, based on CHARM3a, indicate that journeys between St Ives and north-west Cambridge in 2035 would be approximately 1 minute quicker in the morning peak hour and up to 7 minutes quicker in the evening peak hour as a result of the scheme. Journey times in the opposite direction (i.e. from north-west Cambridge to St Ives) would be reduced by approximately 1.5 minutes in the morning peak hour but would be unchanged in the evening peak hour.