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**Office of Economy, Transport and
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Executive Director, Graham Hughes

Transport and Infrastructure Policy & Funding

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Dear Sirs,

**A14 Cambridgeshire to Huntingdon Examination
Issue Specific Hearings – Post Hearing Documentation**

Item references refer to the items in the Examining Authority's agendas for the Issue Specific Hearings

Air Quality and Noise – Hearing 15 September 2015

Highways England proposed that monitoring of air quality and noise would be secured through the legal agreement with the Council providing for monitoring of traffic on local roads. Their view was that as air quality and noise changes flow from changes in traffic, securing traffic monitoring would secure noise and air quality monitoring.

It does not seem proper that a legal agreement between the Council and Highways England should deal with obligations by Highways England to the City Council, South Cambridgeshire, and Huntingdonshire District Councils, relating to monitoring of air quality and noise. The legal agreement was conceived to address risks to the Council from de-trunking, and adoption of local roads constructed by Highways England. The Council's concern is that agreeing terms for noise and air quality monitoring would divert attention from its original purpose, and delay conclusion of an important agreement for the Council.

The Council is also aware of the points made by the City Council relating to modelling accuracy, and the points made by Highways England regarding the amount of change in traffic to make a change in air quality. The Council does not consider that modelling of air quality from changes in traffic on local roads alone would be likely to produce meaningful data on air quality changes arising from the A14.

Further, the Council considers that the primary source of changes in air quality and noise is the A14, both existing and new. Consequently the view of the Council is

that it supports the other local authorities in seeking monitoring of air quality and noise to confirm that the predictions of modelling by Highways England are accurate.

The other three local authorities are in agreement with the Council's position.

Traffic and Transport – Hearing 16 September 2015

Item 3 – LIR and SoCG

The Council's response to the comments by Highways England in REP9-022 is appended.

The Council has proposed the attached position statement on traffic monitoring to Highways England. It was intended that Highways England and the Council would have agreed a position for Deadline 10, but there are some minor issues to resolve. The Council understands that Highways England will be submitting its position, and both parties intend to agree a position as soon as possible.

The Council notes that in the CHARM3A model series, the junctions at Views Common, Mill Common, and Swavesey are in the model and provide the restraint that the Examining Authority espoused, but only in combination with the Brampton Road junctions. The Council has not been able to model the effects of retaining the railway viaduct, but it would seem to the Council that providing free flow at this location would inevitably provide additional capacity. In consequence the route would be more attractive to strategic traffic. The Council in any case would be concerned over the combination of at-grade and grade separated junctions with heavier traffic.

Consequently, the Council, until Highways England has been able to provide modelling data with the Swavesey Junction in its proposed form, remains of the opinion that if the viaduct was retained or replaced the existing A14 is likely to form a strategic route from the A1(M) to the M11.

The Council welcomes the statements by Highways England that the footway width on Brampton Road must not be reduced. By the same token it is clear that the relevant junctions must be demonstrated to have reasonably satisfactory performance. The position of the Council is clear that the solution here must balance the needs of NMU and road traffic. If a reasonably acceptable balanced solution cannot be found, then Highways England must work with the Council on providing additional capacity on Brampton Road bridge. Highways England appeared to say during the hearing that a third lane on Brampton Road bridge would require a footbridge to be provided.

The Council has previously stated its concerns over moving the Views Common link closer to Spittals without closing the grade separation at Spittals.

Item 4 – Statement by Madingley Parish Council – Mr Ousby

This is the agreed position of Highways England and the Council:

Highways England and the Council recognise the concerns of Madingley Parish Council regarding volumes of traffic in the village. The traffic modelling in the area is considered to be sufficiently robust, and further traffic surveys are not required to draw conclusions as to the effect of construction of the new A14 and Local Access Road (LAR). The traffic modelling predicts with scheme a significant increase in traffic on The Avenue in part as a result of traffic routing changes caused by the all movement junction with the LAR and in part as a result of the growth of Northstowe. This is traffic that would use Dry Drayton Road if no right turns at the Avenue/LAR junction were permitted. Further the CHARM3A+LIT modelling shows that as a result of model coding changes to Oakington Road, Dry Drayton there is a reduction in traffic predicted to route through Dry Drayton and an increase in traffic routing through the High Street, Madingley. It is clear that changes in traffic on one route, impacts traffic on the other. This is entirely logical given the lack of alternative routes.

The Council notes the opinion of Madingley Parish Council and Mr Ousby that there would be no loss of utility or connectivity if the current left in/left out arrangement was retained. Hence, the Council proposes that this should be considered in detailed design and measures to ensure road safety and enforcement of the restriction developed for consultation with Madingley Parish Council and Dry Drayton Parish Council. The Council has no objection to the junction with the LAR remaining left in/left out provided it is safe and acceptable to the local communities. While Madingley Parish Council has consulted locally on closing The Avenue, the Council considers that there has not been wider consultation with utilities, landowners, and other communities as to closure. If such consultation was carried out and the impacts on other communities considered, the Council would as indicated previously have no objection to closing The Avenue to traffic. Given that there is a cost to Highways England from constructing a junction between the LAR and The Avenue, the Council considers that in all probability closing The Avenue would be cost neutral.

It would not be good use of public funds to construct a junction between The Avenue and the LAR, and then consider closure when traffic monitoring data is available post opening. The County Council provided details of the road closure process through Section 116 of the Highways Act in REP7-006. Highways England and the Council, subject to consultation, could progress closure through this route not, therefore, requiring any alteration to the DCO.

Item 5

With respect to the suggestions by the Local Access Forum for NMU links along the de-trunked A14, the Council notes that options will be limited by the high speed and relatively high volumes of traffic. It is not currently the intent of the Council to provide these links, and future provision would have to be subject to consideration of funding, and priority against other projects.

The Council notes that the concerns over the width of NMU routes. The Council has been in discussion with Highways England regarding the design of local roads, and NMU routes. Widths have formed part of this discussion and the Council will continue to work with Highways England to deliver safe and effective NMU routes.

Item 6

The Council agrees with Highways England's observations concerning the effect of the A428 on A14 traffic and the impact of public transport alternatives.

Detailed Design – Hearing 17 September 2015

Hinchingsbrooke Park Hospital

The Council awaits the report referred to before commenting further on the matter of access to the hospital.

Item 4

The draft legal agreement between Highways England and the Council provides for consultation and review of detailed design. This is in addition to consultation relating to statutory functions of the Council, and any consultation provided for in the DCO. During the development phase of the project the Council and Highways England established a successful Project Board on which senior representatives of the Council and Highways England were represented, as well as technical and statutory leads from the Council. This was in addition to other forums for consultation with the Council.

To take detailed design forward the Council has formed a Delivery Liaison Group to succeed the Project Board as a focus for consultation and sharing of knowledge. Day to day consultation would be with specialists in the Council, but the delivery liaison group would provide oversight and coordination. The delivery liaison group would report to a steering group within the Council consisting of senior officers and fall under the Council's Head of Major Infrastructure. It is expected that senior level liaison with Highways England would continue.

The Council has extended an invitation to join the delivery liaison group to the two District Councils and the City Council.

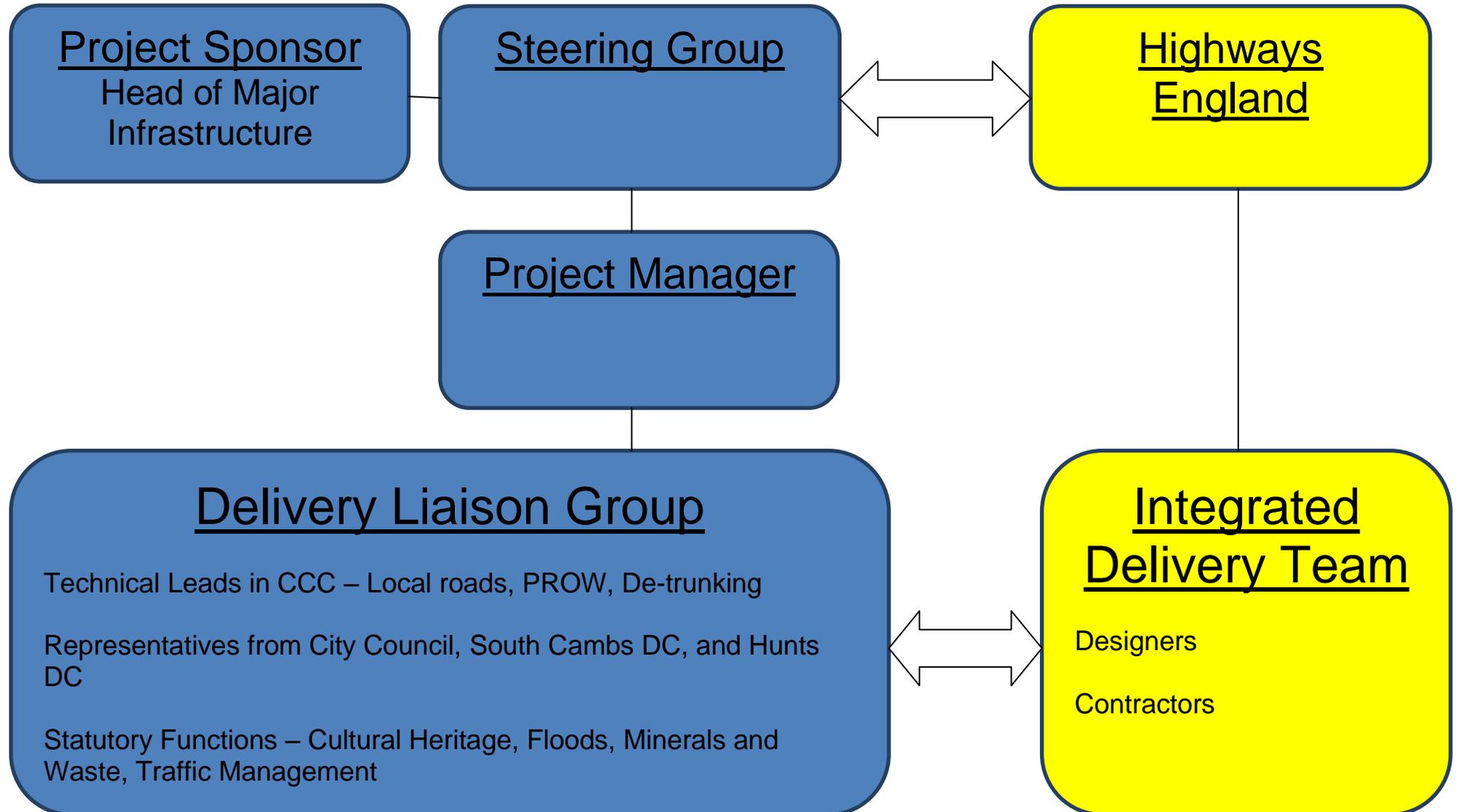
A diagram is attached as requested showing the various relationships and the interface with Highways England.

Yours faithfully

AJ Munro

A14 Project Manager – Cambridgeshire County Council

Outline Functional Chart of Detailed Design Consultation



The Council's Response to REP9-022

Joint LIR Submission Version 2	Joint LIR Submission Version 2 – Chapter 8 (REP8-011)	Highways England's Response	CCC's Response
8.2.2	As per WebTAG Unit 3.19, link flows that meet either of the two specific criterion should be regarded as satisfactory. This allows links where only one of the criteria has been met to be considered acceptable for overall flow validation purposes.	The current version of the Department for Transport's (DfT) Web based Transport Analysis Guidance (WebTAG) that sets out calibration and validation criteria and acceptability guidelines (and that used for the validation standards of CHARM2 and CHARM3a) is WebTAG unit M3.1 and not unit 3.19. WebTAG was redesigned at the beginning of 2014. The criteria and acceptability guidelines that are referred to – at least for model validation purposes – are however, the same.	Noted
8.2.3	Individual link validation for the whole of CHARM2 is reported in Table 3.2 of the J2A Local traffic Impact Report. This demonstrates that, 87% of the morning peak counts meet WebTAG criteria. The inter peak (94%) and evening peak (81%) therefore, the performance of the AM and Inter-peak periods meet the WebTAG acceptability guideline of 85% with the PM Peak marginally below at 81%. In the review undertaken by the County Council it was decided that if >70% of sites on the local road network matched this would be an acceptable level of validation as it is difficult for all model flows to match the count data in all areas in a strategic model with the wide geographic coverage	<p>The Local Traffic Impact Report (LTIR) (Applicant reference HE/A14/EX/73, PINS reference REP6-002) sets out the results of the Local Impact Test (LIT) scenario on version 3a of the Cambridge to Huntingdon A14 Roads Model (CHARM3a).</p> <p>The results presented in Table 3.2 of the Local Traffic Impact Report are the validation of CHARM3a and not CHARM2 as erroneously stated in the Joint Local Impact Report submission version 2 (REP8-011).</p>	The reference to CHARM2 was a typographic error, it should have referred to CHARM3A

	of the CHARM Model. These thresholds have been applied to the assessment of the local impacts.		
8.3.5	Do Something Scenario: This scenario includes the changes to the local and strategic road networks as a result of the introduction of the proposed scheme. These scenarios also include the trips and infrastructure improvements resulting from Phase II of the Northstowe development as this can only go ahead once the A14 is improved.	The 'Do Something' scenario referred to here by Cambridgeshire County Council (and in subsequent sections of the Joint Local Impact Report) is actually the 'Do Something+' scenario as referred to in all other documentation by Highways England. The 'Do Something' scenario (as referred to by Highways England) contains only the additional infrastructure of the proposed A14 Cambridge to Huntingdon improvement scheme. The 'Do Something+' contains both the proposed scheme and the additional development and infrastructure associated with the development of Phase II of the proposed Northstowe development. Within Highways England's assessments of the scheme, the 'Do Something' has been used for economic appraisal whilst the 'Do Something+' has been used for the environmental and operational assessments.	It is agreed that the DS scenario referenced in all of CCC's representations is DS+ which includes Phase 2 of the Northstowe development. The DS scenario without Northstowe Phase 2 has not been supplied to CCC despite requests, but Highways England has supplied limited tabular data that the County Council assumes was derived from it.
8.5.5	Of the roads in this area that are predicted to see an increase, the largest of these are on the new sections of road that do not exist in the DM scenario. Of the roads that exist in both the DM and DS scenarios the largest increases are seen on the B1514 between Hinchbrooke Park Road and Edison Bell Way where the increase is in the region of 300 PCU's in both the AM and PM Peak periods.	An increase in traffic is expected on the B1514 between Hinchbrooke Park Road and Edison Bell Way. With the provision of the Views Common Link and the Mill Common Link and new at-grade connections, this section of the B1514 is used by more local traffic routing around the town centre. Analysis from the model shows that no strategic traffic makes use of this link. The increases on this section of the B1514 occur in isolation; other sections of the B1514 are forecast to experience reductions in traffic volumes as a result of the introduction of the scheme. There are also significant	The Council was simply stating a point of fact reacting to changes in traffic on the local road network. The reductions noted are welcomed, but this should not detract from ensuring that the increase of traffic on this section of Brampton Road can be accommodated and the proposed junctions have adequate performance. Any adverse impact can only be balanced by reductions elsewhere up to a point, and unacceptable impacts must be resolved.

		reductions forecast within Huntingdon town centre (ring-road) as a result of the removal of the viaduct over the East Coast Mainline and new local connections which more than offset the increase on this section of road.	
8.5.11 to 8.5.19	The roads that need to be addressed through the detailed design phase of the proposed development are as follows:	Highways England is committed to ongoing engagement with the Local Authorities throughout the detailed design process. Highways England maintains, however, that the results of the traffic modelling exercise are robust and would not expect significant design changes to be required in the detailed design phase.	The Council does not expect the designs to change significantly, only such that they have reasonably satisfactory operational performance.
8.6.6	The results of the modelling in both the CHARM3A + LIT and CHARM3A + LIT D2 scenarios indicates that the introduction of the proposed A14 scheme results in a reduction the levels of traffic on the majority of the roads in this area. There is however predicted to be an increase in the level of traffic using the A1096 junction at Galley Hill due to reassignment from the A1123 and Low Road, and therefore this junction needs to be considered in the detailed design process to ensure that there is no residual impact of the A14 scheme at this junction.	Highways England agrees that, for those routes assessed in 'Area 3' as defined in the Joint Local Impact Report, the majority of locations result in a benefit from the proposed A14 scheme. The increase in traffic on the A1096 junction at Galley Hill is caused by traffic re-routeing from the A1123 and Low Road onto the de-trunked A14 which, as a result of the introduction of the Huntingdon Southern Bypass, has available capacity to accommodate these trips. This re-routeing is expected as a result of the scheme and is traffic re-assigning to a more appropriate route. Highways England has committed to the monitoring of the junction at Galley Hill (paragraph 7.9.14 Transport Assessment (Applicant reference 7.2, PINS reference APP-756).	This has been addressed in the position statement on traffic monitoring and mitigation.
8.7.4	The table above indicates that in the CHARM3A + LIT S2 DM the level of increase is greater than in the + LIT scenarios. This is due to the use of the	It is important to note that, in the CHARM3a + LIT S2 sensitivity test as noted, the traffic modelling has not made 'use of Mean Journey times' to the extent that a validation exercise	Agreed, CHARM3A +LIT+S2 includes changes to speed-flow curves to better reflect Mean rather than Median Journey times. That this is not best practice modelling is accepted, and that is why the

	<p>Mean Journey times in this scenario that better represents the conditions on the A14 and therefore there is more traffic predicted on the local roads avoiding congestion on the A14.</p>	<p>against the mean observations has been undertaken. Instead, the sensitivity test has altered the speed-flow curves on the A14 to have reduced capacities (beyond what would be expected of best practice modelling) to better represent conditions worse than the observed median and approaching the observed mean travel times.</p> <p>Highways England agrees that the table referred to does show higher levels of increase in the + LIT scenarios as a result of the additional congestion on the A14 caused by the S2 sensitivity test.</p>	<p>Council considers this to be sensitivity test only.</p> <p>The use of this test indicates more traffic on the local road in the base and DM scenarios and therefore the impact of the scheme on these roads is greater than in either CHARM3A or CHARM3A + LIT</p>
8.7.6	<p>The results of the modelling in both the CHARM3A + LIT and CHARM3A + LIT D2 scenarios indicates that the introduction of the proposed scheme indicates that the levels of traffic on the majority of the roads in this area are predicted to reduce as a result of introduction of the scheme. However, greater clarity is required in order to be able to assess whether the increases shown in the DS+ scenarios are as a result of the introduction of the A14 improvements or as a result of Phase 2 of the Northstowe Development. If they are shown to be a result of the introduction of the A14 improvements then this will need to be addressed in the detailed design of the proposed scheme. The key roads in this area that require further investigation are as follows:</p>	<p>Highways England agrees with the principle that increases in traffic on links in 'Area 4' should be established as being linked to either the A14 improvement scheme or the proposed Northstowe Phase II development. If increases in traffic on these links were attributable to the expansion of Northstowe and not the proposed A14 improvements then Highways England should not be required to undertake further investigation of potential mitigation options.</p>	<p>The Council was highlighting that it was unable to identify the impact of the A14 alone, and has requested HE assist with clarifying this.</p> <p>However, a re-routing caused by the scheme is an impact of the scheme, irrespective of the source of the traffic. However, the Council accepts that responsibility for mitigation should consider the extent to which the A14 is a cause.</p>
8.11.14	<p>In the short term as part of the A14</p>	<p>The scheme proposed by Highways England</p>	<p>It is agreed that the scheme as before the</p>

	<p>scheme consideration should be given to maintaining left in/left out access at The Avenue, with more extensive consultation on closure and the impacts of closure studied. This is an impact of the A14 design, and should be considered in the detailed design stage of the A14.</p>	<p>confers a benefit on trips using the Avenue, by providing an all-access junction with the Local Access Road. The current left-in, left-out arrangement at the northern end of the Avenue is necessitated by the road layout and the joining of the route onto the A14 slip road which is one-way in the northwest bound direction. The design of the Local Access Road is such that all movements can be catered for giving improved access towards Cambridge. The current designs are an improvement on the status quo.</p> <p>Highways England is not promoting the closure of The Avenue. Such a closure would need to be carefully considered in terms of the impacts on residents of Dry Drayton village. Ultimately, either closure or maintenance of existing arrangements would be a decision for the future to be made by the Local Highway Authority.</p>	<p>Examining Authority provides a benefit by allowing for a wider range of movements onto the LAR than is currently possible. The point is that local residents are concerned as to the impact that this might have on traffic levels through their village and therefore consideration should be given at this stage as to if/how The Avenue should be connected to the LAR.</p> <p>The Council considers that traffic changes on The Avenue result from the all movement junction with the LAR and to some extent the routing of the LAR. Consequently it is an impact of the scheme. The Council subject to proper consultation has no objection to closure, but, as the problem to be solved arises from the scheme, considers that this is not something that should be funded by the Council.</p>
8.11.15	<p>In the longer term solutions to satisfy local traffic demand from the A14 corridor to the A428 corridor should be studied and evaluated. The proposed A428 upgrade from Caxton to the A1 may increase traffic demand from Northstowe to the A428. Similarly the proposal that the A428 becomes an expressway may also increase demand. The A14 and A428 serve different demands, so it is unlikely that the A14 will in anyway provide an alternative route, as has been shown by sensitivity tests carried out by Highways England. Therefore the feasibility of a connection from the LAR to the A428 at Girton should be considered in planning</p>	<p>Highways England agrees that the results of its sensitivity testing of the proposed A428 Caxton Gibbet to A1 scheme have shown that the A14 and A428 serve different demands and distributions of trips. The two schemes are complementary rather than being interdependent.</p> <p>Highways England does not propose to investigate the potential for a link between the Local Access Road and the A428 as part of its A14 proposals. However, the proposed design of the Local Access Road would not preclude investigations of such a scheme in the future should there be a need to do so. What may be necessary or appropriate for Northstowe Phase</p>	<p>Agreed</p> <p>Agreed</p>

	for any upgrade /improvement of the A428 and for Northstowe Phase 3.	3 will need to be determined by the appropriate planning authority when that phase is consented.	
8.13.7	<p>The results of this analysis indicate that, with the exception of Huntingdon Road (west of Girton Road), the A14 scheme will be beneficial in reducing traffic on many of Cambridge City's radial routes. However, due to the weaker validation of Cambridge City's local roads within all versions of the model to date, the City Council finds it difficult to have full confidence in these projections. Therefore monitoring is expected to be provided by HE on Cambridge radials so these projections can be monitored and mitigation set in place if predicted reductions are not achieved.</p>	<p>For the majority of cases, the A14 will have little to no impact on the Cambridge radial routes, particularly in the east and south of the city. Analysis of previous models and forecasts, undertaken in-line with guidance set out in WebTAG unit M3.1 section 2 all show similar results. Highways England agrees that there will be some switching between radials in the north and west of Cambridge (Madingley Road, Huntingdon Road, Histon Road and Milton Road) as a result of the scheme. These are the result of traffic being able to select a more appropriate route into the city as a result of relief on the A14.</p> <p>It should be noted that the validation of the traffic model, particularly the CHARM3a 'core' model and the subsequent Local Impact Test (LIT) is very good on the Cambridge outer radial cordon and meets the guidance provided by the DfT in WebTAG unit M3.1. It is accepted that the validation of the model within the city centre is less good than the outer radial cordon; however, the level of performance achieved is considered reasonable given the lack of predicted impacts within the city centre and is suitable for the part of the model that does not form the 'Area of Detailed Modelling', in-line with tests as set out in WebTAG unit M3.1 section 2 guidance. Highways England considers that the modelling exercise undertaken is aligned with both the strategic nature of the proposed scheme and DfT</p>	<p>It is agreed that the modelling undertaken in support of the scheme indicates that there isn't a significant increase in the number of trips into and out of Cambridge.</p> <p>The point is that the scheme does lead to a re-distribution of trips into Cambridge and therefore this can change the radial route used to access the city and therefore the assessments in support of the scheme need to show that this redistribution of trips can be accommodated on the alternative radial route. In general traffic is switched from one congested route to another congested route.</p> <p>The CHARM3A 'core' model includes the uncommitted schemes in the City Centre and therefore the predicted traffic impacts of the scheme are skewed as a result.</p> <p>It is agreed that the Outer Cordon Validates reasonably but the same can't be said of the flows closer in to the City</p> <p>CHARM3A+LIT is the model that should be used to assess the impact of the scheme in the City as this excludes the uncommitted schemes.</p>

		<p>guidance and the modelling is therefore robust.</p> <p>Without prejudice to that position, in order to give additional comfort to local authorities, Highways England agrees in principle to the monitoring of routes around Cambridge. More detail on this is contained in an update on discussions on monitoring and mitigation submitted at Deadline 9. However, given the lack of predicted impact of the A14 proposals on routes to the south and east of Cambridge as shown by all previous versions of the model, it is unlikely that any mitigation would be required.</p>	<p>Agreed but the scheme needs to provide evidence that mitigation is not needed as part of the legacy of the scheme.</p>
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Position Statement on Traffic Monitoring and Mitigation

Highways England agrees to enter into a legal agreement with Cambridgeshire County Council ("CCC") to secure traffic monitoring and, where appropriate, mitigation.

Highways England, CCC, Huntingdonshire District Council, South Cambridgeshire District Council and Cambridge City Council have agreed that a section 106 agreement is not the appropriate instrument by which any traffic monitoring and mitigation obligation is entered into. They have agreed that the draft legal agreement with CCC on de-trunking can cover the principle of traffic monitoring on local roads, implementation of traffic monitoring, and collection and processing of traffic data. The draft legal agreement with CCC will be amended, covering agreement of monitoring locations, and the principles and processes that will govern monitoring and mitigation.

Highways England agrees to implement traffic monitoring, with both pre-opening baseline and post opening surveys, together with a number of control sites to monitor background growth. If monitoring shows that there is a significant adverse impact due to the A14, Highways England will consult with CCC and relevant local authorities, with respect to reasonable and appropriate mitigation, and will fund such mitigation as is reasonably agreed, to the extent of need to mitigate an impact of the A14 improvement scheme.

CCC agrees that where mitigation of an impact is implemented as part of the scheme prior to opening, there will be no call on Highways England to provide additional mitigation after opening in respect of the same impact.

Highways England proposes that predicted increases in traffic on the CCC principal road (A class) network be subject to the principle of net benefit. Increases in traffic on A-class local roads should not be subject to monitoring where alternative routes along other minor and less suitable roads are relieved of traffic.

CCC accepts this principle on roads outside the city of Cambridge only, provided Highways England demonstrates to the reasonable satisfaction of CCC, using data to be agreed with CCC, that the changes in predicted traffic due to the A14 alone will not cause significant worsening of congestion and delay on the principal road network in the future year. Where significant worsening of congestion and delay due to the A14 is predicted, Highways England will fund mitigation only where there is a significant contribution by the A14 to the problem, and where mitigation by other developments, and planned intervention by CCC and other authorities, is inadequate. The exceptions to this are:-

1. A1096 Galley Hill Junction – Highways England agreed in answer to written Questions (Q2.12.15 REP7-024) by the Examining Authority to monitor and implement mitigation if necessary due to an adverse impact of the A14.

Roads within the city of Cambridge, and including the A1307 Huntingdon Road, are key radial routes subject to congestion and must be subject to a principle of mitigation where appropriate. However, the County Council agrees that with

respect to congestion only, Highways England shall only be required to fund or provide mitigation where there is a significant contribution by the A14 to the problem, and where mitigation by other committed developments, and committed interventions by the Council and other local authorities, is inadequate. Direct monitoring of air quality and traffic noise will not be covered by the legal agreement with CCC, and Highways England will enter into separate agreements with Huntingdonshire District Council, South Cambridgeshire District Council and Cambridge City Council in respect of environmental monitoring and mitigation. Consultation with CCC over mitigation of local traffic impacts may include consideration of adverse impact on local air quality and noise from traffic changes, and CCC will consult with other authorities in this respect.

Proposed Additions to the Legal Agreement between CCC and Highways England

5. TRAFFIC MONITORING AND MITIGATION

- 5.1 A traffic impact monitoring scheme shall be approved in writing by the Council. The traffic monitoring shall be fully implemented in accordance with the approved scheme.
- 5.2 The traffic impact monitoring scheme shall provide for:
 - 5.2.1 a before and after survey to assess the changes in traffic, compared to pre-construction baseline levels, on the local road network resulting from the A14 opening in full, including works following the removal of Huntingdon Railway Viaduct;
 - 5.2.2 the locations to be monitored and the methodology to be used to collect the required data;
 - 5.2.3 the periods over which traffic will be monitored;
 - 5.2.4 the method of assessment of traffic data;
 - 5.2.5 control sites to monitor background growth;
 - 5.2.6 the implementation of monitoring no less than 3 months before the implementation of traffic management on the existing A14 that may impact survey results;
 - 5.2.7 agreement of baseline traffic levels, and;
 - 5.2.8 the submission of survey data and interpretative reports to the Council.
- 5.3 Monitored increases in traffic in excess of baseline levels shall be subject to consultation with the local highway authority and relevant planning authority to ascertain if the impact is attributable to the A14. Where this impact is materially adverse, Highways England shall fund appropriate and necessary mitigation.
- 5.4 Where mitigation of an impact is implemented as part of the scheme prior to opening, there will be no requirement on Highways England to provide additional mitigation after opening in respect of the same impact.
- 5.5 With respect to the Council's Principal (A Class) Road network (the network) outside the city of Cambridge:
 - 5.5.1 Highways England shall demonstrate to the reasonable satisfaction of the Council that the impacts of changes in traffic due to the A14 alone, predicted by traffic modelling, are acceptable and will not cause significant worsening of

congestion and delay, or environmental impact, on the network in the future year.

- 5.5.2 If the Council is reasonably satisfied after consulting relevant stakeholders that there is no significant worsening of congestion and delay, or environmental impact, on the network it shall not require Highways England to provide traffic monitoring or mitigation on this portion of the network.
- 5.5.3 If the Council is reasonably satisfied that there is likely to be significant worsening of congestion and delay, or environmental impact, on the network as a result of the Scheme it may require, after consulting with Highways England and relevant stakeholders, Highways England to provide or fund reasonable and appropriate mitigation. Save that, Highways England shall only be required to fund or provide mitigation where there is a significant contribution by the A14 to the problem, and where mitigation by other committed developments, and committed interventions by the Council and other local authorities are inadequate.

