

# A428 Black Cat to Caxton Gibbet improvements

TR010044

Volume 9

9.118 National Highways Statement on Construction Phase Traffic  
Monitoring

Planning Act 2008

Rule 8(1)(k)

Infrastructure Planning (Examination Procedure) Rules  
2010

January 2022

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning (Examination Procedure)  
Rules 2010**

**A428 Black Cat to Caxton Gibbet  
improvements  
Development Consent Order 202[ ]**

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**9.118 National Highways Position Statement on Construction Phase  
Traffic Monitoring**

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<b>Regulation Reference:</b>	Rule 8(1)(k)
<b>Planning Inspectorate Scheme Reference</b>	TR010044
<b>Application Document Reference</b>	TR010044/EXAM/9.118
<b>Author</b>	A428 Black Cat to Caxton Gibbet improvements Project Team, National Highways

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# 1 Introduction

- 1.1.1 This Position Statement (the “Statement”) has been produced by National Highways (the Applicant) in response to **[REP06-074]** submitted by the Local Highways Authorities (LHAs) of Bedford Borough Council, Central Bedfordshire Council and Cambridgeshire County Council.
- 1.1.2 The Applicant’s response submitted at Deadline 8 **[REP8-010]** (response to submission REP6-074a) reads:
- ‘For the reasons outlined within the Monitor and Manage Technical Note, submitted at Deadline 6 **[REP6-041]**, the Applicant does not consider the inclusion of this proposed Requirement justified or at all appropriate. Please see the Applicant’s response to Written Question 3.11.2.1(g) in the Applicant’s Responses to the Examining Authority’s Third Round of Written Questions **[REP8-014]** for a further, more detailed response on this proposed requirement.’*
- 1.1.3 Noting the LHA’s concern for potential increases in HGV and overall traffic volumes during the construction phase, the Applicant has reviewed the proposed monitoring locations stated within **[REP06-074]** at Paragraph 1 and the results of this analysis are presented at Appendix A.

## 2 Position Statement

### Applicant's Position

- 2.1.1 The locations listed within **[REP06-074]** were not precisely identified and consisted largely of named villages. In most cases, these did not include specific junctions or locations for monitoring. The list was not supported by any evidence or sensitivity information, and includes a number of locations where, based upon the forecasts from the strategic model, traffic flows are either anticipated to reduce during the construction phase of the Scheme, or are predicted to remain broadly the same.
- 2.1.2 Without prejudice to the Applicant's position that the LHAs have not provided any compelling evidence which demonstrates that construction monitoring is necessary, the Applicant has used selected links available within the Strategic model to consider the worst-case scenario within these village locations during the construction phase. The Applicant has then extracted traffic volumes without the Scheme (the Do Minimum (DM)) and for Construction Phase 3 (the most onerous phase of the construction programme for self-diverting traffic) and listed all vehicle and HGV results separately to consider the concerns raised. The analysis is set out in Appendix A to this document.
- 2.1.3 From this analysis, the Applicant has identified locations at which there is a risk of a notable increase in predicted traffic flows. For the purpose of this assessment, and in recognition of the greater damage done to roads by HGV's, a criterion of either an increase of more than 30% in heavy goods vehicle (HGV) traffic (subject to a minimum 12 vehicle increase), or an increase of 1,000 or more in all-vehicle traffic per day (average 1.4 vehicles per minute over a 12 hour weekday, daytime period) was adopted.
- 2.1.4 The first and primary of these criteria is a common threshold for the assessment of the impact of motor vehicle traffic on rural communities: it is set out in the document 'Guidelines for the Environmental Assessment of Road Traffic (Institute of Environmental Assessment: Guidance Note 1)'. The second criterion is considered by the Applicant to represent an increase in flow likely to be notable in terms of the overall performance of a highway link. In the context of an offline scheme, for a temporary period during which construction will take place, these criteria are considered to offer a reasonable and proportionate approach to identifying construction monitoring locations.
- 2.1.5 On the basis of this assessment, the Applicant has identified 7 locations on the LRN for construction baseline monitoring. As this is founded on an evidence base, it is considered to be more reasonable and proportionate than the extensive and unspecific locations proposed by the LHAs. In the circumstances of this specific Scheme, the Applicant would therefore be prepared to fund baseline monitoring for the construction phase at the following locations only:
- a. Barford Road, Little Barford
  - b. High Street, Abbotsley
  - c. School Lane, Cambourne

- d. Caxton Road, Great Gransden/Gransden Road, Caxton
- e. High Street, Toseland
- f. High Street, Yelling
- g. Toft Road, Bourn (B1046)

- 2.1.6 A plan showing these locations is contained at Appendix B of this Statement. The Applicant considers the proposed locations not only address those points where the evidence from the model suggests perceptible differences may occur, but would allow conclusions to be drawn from the count locations to identify impacts at locations between monitoring points.
- 2.1.7 The Applicant proposes that baseline monitoring will occur for a minimum period of 2 weeks and the results will distinguish between HGVs and other vehicles.
- 2.1.8 The Applicant's proposed baseline monitoring for the construction phase has been secured in the Outline Construction Traffic Management Plan (OCTMP) submitted at Deadline 9 TR010044/EXAM/7.4v4
- 2.1.9 It should be remembered that the traffic flow increases predicted in these locations are short-term increases predicted to occur during the construction phase of the Scheme and are not permanent impacts. They relate to traffic which is anticipated to self-divert onto local roads running parallel with the Scheme whilst the works are under way and also to the Heavy Goods Vehicle (HGV) traffic generated by the construction of the Scheme itself.
- 2.1.10 Whilst the Applicant has no control over which routes members of the general public use to complete their journeys whilst the Scheme is under construction, the OCTMP submitted at Deadline 9 **TR010044/EXAM/7.4v4** contains details of measures proposed to be deployed which are aimed at encouraging the majority of traffic to remain on the Strategic Road Network. The strategic traffic model assumes that individual drivers have knowledge of traffic conditions across the whole network and will follow the routes which are most beneficial to themselves. It does not account for the potential for drivers to follow signposted official diversionary routes. For these reasons, the Applicant considers that the construction phase traffic impacts reported are robust and likely to overstate the potential impact on local villages along routes which run parallel to the Scheme.
- 2.1.11 It is also the case that the seven locations listed above are anticipated to benefit from traffic flow reductions once the Scheme opens to traffic. Traffic which is predicted to self-divert on to these routes in the Do Minimum is expected to come back on to either the new dual carriageway or the existing A428 once the Scheme opens to traffic, resulting in a net benefit to these communities in the longer term.
- 2.1.12 The Applicant considers the monitoring of traffic flow is part of the LHAs maintenance responsibility and whilst supporting them in this by providing the baseline line counts and model outputs described above, the Applicant proposes that the LHAs share monitoring data undertaken during the construction phase and that this is jointly reviewed by comparing datasets at Traffic Management forums.

- 2.1.13 As secured in the OCTMP, (ref [REP6-010]) the Applicant will discuss the findings, and agree the need for any necessary intervention as a result of those findings, within the Traffic Management forums.
- 2.1.14 Baseline data will be collected prior to construction start and outputs will distinguish between HGVs and lighter vehicles.
- 2.1.15 No further construction phase traffic monitoring, above that identified in 2.1.5 is proposed by the Applicant.
- 2.1.16 The Applicant does not consider it appropriate to specify what, if any, mitigation measures may be necessary at this stage, and when they might become necessary. This will be determined by the results of construction phase traffic monitoring, will be specific to the circumstances presented and will need to take into account any potential implications on traffic flows of delivering those mitigation measures. Resulting actions are to be agreed at Traffic Management forums.
- 2.1.17 The Applicant will endeavour to agree a joint position statement with the LHAs on Construction Traffic Monitoring, to be submitted at Deadline 10, which contains the final position of the parties.

## Appendix A - Analysis of traffic flow changes between 2025 DM and Construction Phase 3

Area	Village	Link Selected	2025 DM All Traffic	2025 DM HGVs	Construction Phase 3 Traffic (all vehicles)	Construction Phase 3 Traffic (HGVs)	Flow Difference (absolute) (all vehicles)	Flow Diff Check (all vehicles)	Flow Difference (%) (all vehicles)	All Vehicle Criterion (>1,000 veh/day)	Flow Difference (absolute) (HGVs)	Flow Difference (%) (HGVs)	HGV Criterion (>30% and >12 HGV/day increase)
Bedford Borough	Roxton	Bedford Road	3665	-	3344	69	-321	-321	-9%		-	-	
	Great Barford	Great Barford Bridge	2587	6	3237	9	651	650	25%		3	50%	.
	Willington	Bedford Road	15715	833	16659	876	944	944	6%		43	5%	
	Little Barford	Barford Road	7476	61	7593	138	117	117	2%		77	126%	Yes
	Chawston	Chawston Lane	210	-	12	0	-199	-198	-95%		-	-	
	Colesden	Colesden Road	646	26	448	20	-198	-198	-31%		-6	-23%	
	Wilden	Renhold Road	1322	53	1438	50	116	116	9%		-3	-6%	
	Renhold	Top End/ Green End/ Water End	4980	160	5117	191	137	137	3%		31	19%	
	Ravensden	Sunderland Hill	2237	45	2263	33	26	26	1%		-12	-27%	
	Staploe and Duloe	Shakers Way/ Duloe Road	543	6	793	6	249	250	46%		0	0%	
Cambridgeshire	Abbotsley	High Street	1837	57	2353	85	516	516	28%		28	49%	Yes
	Broadway, Bourn Airfield	Broadway	3290	123	4267	150	977	977	30%		27	22%	
	Cambourne	School Lane	7455	169	9746	180	2291	2291	31%	Yes	11	7%	
	Caxton	Gransden Road	2958	83	5094	128	2137	2136	72%	Yes	45	54%	Yes
	Coton	Cambridge Road	5612	110	5157	104	-455	-455	-8%		-6	-5%	
	Elsworth	Boxworth Road	2573	70	3169	70	596	596	23%		0	0%	
	Eltisley	Potton End	265	0	329	0	64	64	24%		0	0%	
	Eynesbury Hardwicke	St Neots Road (B1046)	1934	-	2420	83	486	486	25%		-	-	
	Gamlingay	Church End/ Church Street	2180	97	2912	106	732	732	34%		9	9%	
	Great Gransden	Caxton Road	3011	83	5143	128	2132	2132	71%	Yes	45	54%	Yes
Highfields Caldecote	Main Street	1495	13	2396	13	902	901	60%		0	0%		
Knapwell	High Street	1715	0	2432	0	717	717	42%		0	0%		



A428 Black Cat to Caxton Gibbet improvements  
National Highways Statement on Construction Phase Traffic Monitoring

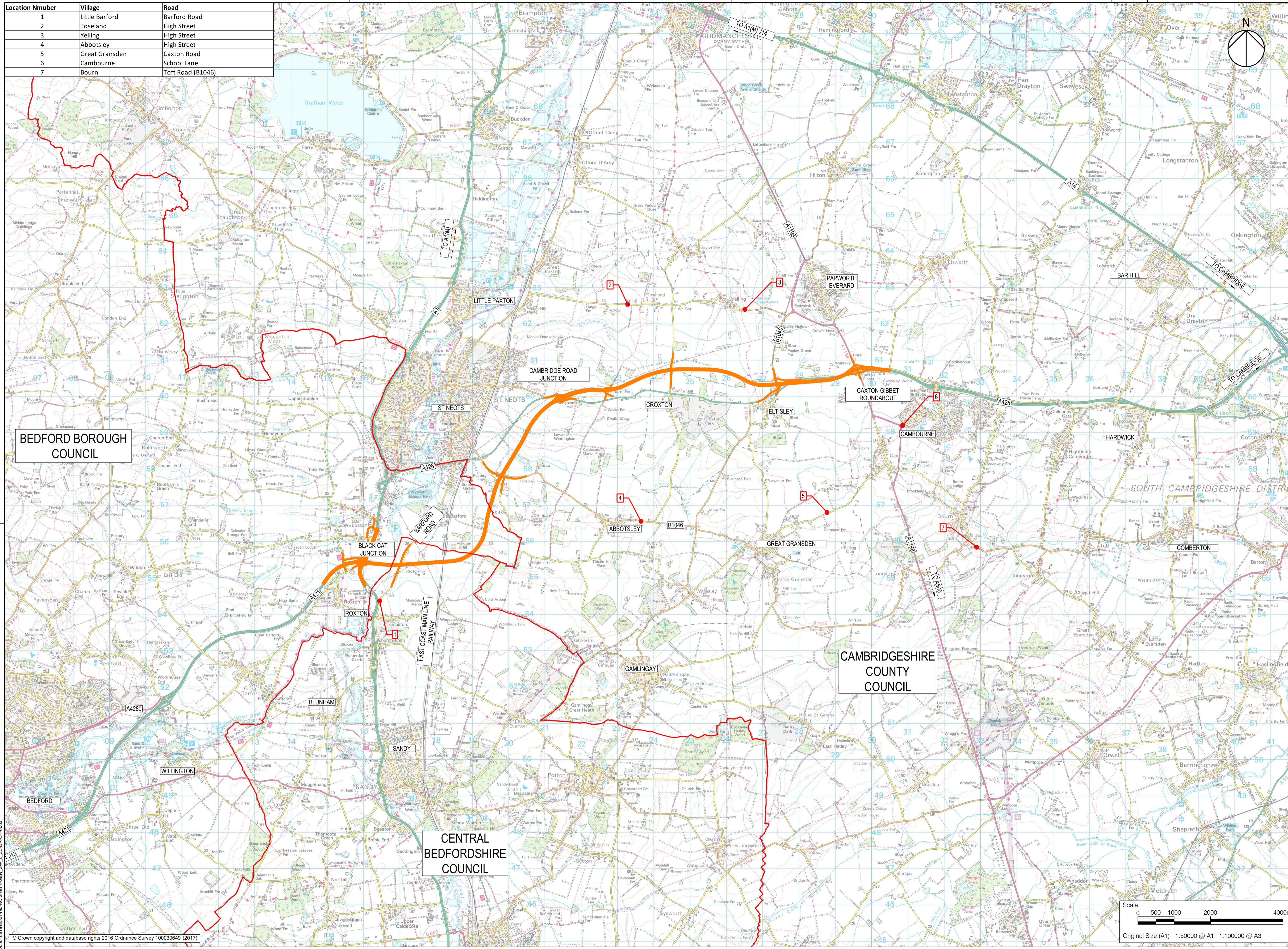
Area	Village	Link Selected	2025 DM All Traffic	2025 DM HGVs	Construction Phase 3 Traffic (all vehicles)	Construction Phase 3 Traffic (HGVs)	Flow Difference (absolute) (all vehicles)	Flow Diff Check (all vehicles)	Flow Difference (%) (all vehicles)	All Vehicle Criterion (>1,000 veh/day)	Flow Difference (absolute) (HGVs)	Flow Difference (%) (HGVs)	HGV Criterion (>30% and >12 HGV/day increase)
	Little Gransden	Main Road	317	5	374	6	57	57	18%		1	20%	
	Madingley	High Street	3911	60	4367	75	456	456	12%		15	25%	
	Toseland	High Street	4052	39	5673	57	1622	1621	40%	Yes	18	46%	Yes
	Waresley	Gransden Road	3193	48	4118	60	925	925	29%		12	25%	
	Yelling	High Street	4459	70	5863	85	1404	1404	31%	Yes	15	21%	
Central Bedfordshire	Moggerhanger	Bedford Road	12244	770	13157	824	913	913	7%		54	7%	
	Blunham	Barford Road	3989	0	4792	0	803	803	20%		0	0%	
	Sandy	Bedford Road	10675	596	11298	633	623	623	6%		37	6%	
		St Neots Road	7165	152	7458	152	292	293	4%		0	0%	
		High Street	13092	640	13437	688	345	345	3%		48	8%	
	Potton	Blackbird Street	7834	437	8633	496	800	799	10%		59	14%	
	Wrestlingworth	Tadlow Road	6759	317	7410	357	652	651	10%		40	13%	
	Everton	Everton Road	3212	92	3920	108	708	708	22%		16	17%	
	Biggleswade	i. Hill Lane E	7147	388	7408	407	261	261	4%		19	5%	
		ii. Hill Lane W	8809	397	9339	392	531	530	6%		-5	-1%	
Additional Locations	A1	North of A603 Junction NB	18209	1433	17204	1422	-1005	-1005	-6%		-11	-1%	
		North of A603 Junction SB	13021	1370	12477	1369	-544	-544	-4%		-1	0%	
	Bourn	Toft Road (B1046)	3419	111	4974	140	1555	1555	45%	Yes	29	26%	
	Conington	Elsworth Road	2348	109	3175	109	827	827	35%		0	0%	
	St Neots	Town Bridge	12739	122	13520	123	782	781	6%		1	1%	

Note: Gransden Road is the same highway link as Caxton Road, so it is combined at 2.1.3 above.

## Appendix B - Plan showing proposed monitoring locations



Location Number	Village	Road
1	Little Barford	Barford Road
2	Toseland	High Street
3	Yelling	High Street
4	Abbotsley	High Street
5	Great Gransden	Caxton Road
6	Cambourne	School Lane
7	Bourn	Toft Road (B1046)



**NOTES**

- DO NOT SCALE FROM THIS DRAWING. USE ONLY PRINTED DIMENSIONS.
- ALL DIMENSIONS, CHAINAGES, LEVELS, AND COORDINATES ARE IN METRES UNLESS DEFINED OTHERWISE

**KEY**

- TRAFFIC MONITORING LOCATION
- COUNTY BOUNDARY
- PROPOSED DEVELOPMENT

**Bedford Borough Council**

**Cambridgeshire County Council**

**South Cambridgeshire District**

**Central Bedfordshire Council**

**Scale**  
0 500 1000 2000 4000m  
Original Size (A1) 1:50000 @ A1 1:100000 @ A3

**Purpose of Issue**  
DCO EXAMINATION

**Client**  
National Highways  
Woodlands  
Manton Lane  
Bedford  
MK41 7LW

**Development Consent Order Number**  
TR010044

**Project Title**  
A428 BLACK CAT TO CAXTON GIBBET IMPROVEMENTS

**Drawing Title**  
CONSTRUCTION PHASE TRAFFIC MONITORING LOCATIONS

Designed	Drawn	Checked	Approved	Date
KBP	KBP	JW	PS	24/01/22

Internal Project No. 60541541	Subsidiary D9
Scale @ A1 ---	Zone General

Drawing Number HE551495 -ACM	Originator -HGN-	Volume P01
Location GEN_SW_Z_ZZ	Type -DR-CH-0003	Number 1

Final for DCO Deadline 9	By	Date	Suffix
	KBP	24/01/22	P01
Revision Details	PS		
	Check		

File Name: C:\work\2022\DCO\GEN\_SW\_Z\_ZZ\05-CH-0003  
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