

**CAMBRIDGESHIRE COUNTY COUNCIL WRITTEN REPRESENTATION
RESPONSE TO THE A14 IMPROVEMENT SCHEME DEVELOPMENT CONSENT
ORDER (DCO)**

To: Economy and Environment Committee

Meeting Date: 26th May 2015

From: Executive Director, Economy, Transport and Environment

Electoral division(s): All, but more specifically impacting on:
Huntingdon (2) , The Hemingfords and Fenstanton,
St Ives (2), Sawtry and Ellington, Somersham and Earith,
Brampton and Kimbolton, Castle,Cottenham, Histon and
Impington (2),Waterbeach, East Chesterton, Willingham,
Kings Hedges, Bar Hill, Arbury, West Chesterton,
Godmanchester and Huntingdon East (2), Papworth and
Swavesey, Buckden, Gransden and the Offords, Hardwick
Woodditton,Somersham and Earith

Forward Plan ref: Not applicable Key Decision No

Purpose: To seek Members feedback and agreement to the County Council's draft written representations to Highways England's (HE) Development Consent Order (DCO) process for the A14 improvement scheme which is being considered by the Planning Inspectorate at Examination.

Recommendation: It is recommended that the Committee

- a) consider the report and provide feedback;
- b) approve the draft Written Representation in Appendix 2;
- c) approve the draft Local Impact Report in Appendix 3;
- d) approve the draft Statement of Common Ground in Appendix 4; and
- e) delegate authority to the Executive Director for ETE in consultation with the Chairman and Vice Chairman of the Committee to amend the items in Appendix 3 and 4 as necessary to inform the County Council's input to the Examination.

<i>Officer contact:</i>	
Name:	Dearbhla Lawson
Post:	Head of Transport, Infrastructure, Policy & Funding
Email:	Dearbhla.lawson@cambridgeshire.gov.uk
Tel:	01223 714695

1. INTRODUCTION

- 1.1. Member's views and approval are being sought on the proposed written representations from the County Council to Highway's England's (HE) Development Consent Order (DCO) for the A14 improvement scheme which is being considered by Examination shortly. The examination timetable is attached as Appendix 1.
- 1.2. The Council will be submitting three documents to the examination. A Written Representation, which provides the County Council's response to the scheme and includes the policy context and issues being raised, a draft Local Impact Report, and a Statement of Common Ground, Appendices 2, 3 and 4 respectively. Due to their size these appendices have not been included on the agenda but six copies have been made available in the Members Lounge and electronic copies can be viewed at the following link on the Council website:

<http://tinyurl.com/ccc-ee-260515-A14>

2. BACKGROUND

- 2.1. The Cambridge to Huntingdon section of the A14 is renowned as being a significant bottleneck in the national strategic road network. The A14 carries large amounts of international freight as well as local and regional commuter, business and freight traffic. With the population in the area set to grow by another 23-24% to 2031, investment in improving the A14 is critically important to facilitate the planned growth and ongoing economic prosperity.
- 2.2. The County Council along with its partners has long campaigned for an improvement scheme to address the capacity and safety problems on the A14. The County Council and partners have been working closely with HE to support and develop the scheme, and are contributing up to £100m locally towards delivering the improvement scheme.
- 2.3. The scheme is the largest single highway scheme in the country. It was chosen after significant assessment and consultation of alternatives as part of the 'A14 Challenge process' and is considered to be an acceptable route.
- 2.4. The scale and importance of the scheme, to improve a 21mile length of trunk road between Cambridge and Huntingdon, means that it is classed as a Nationally Significant Infrastructure Project (NSIP). Under this regime, Highways England (HE) must obtain consent under the Planning Act 2008 by means of submitting a Development Consent Order (DCO) application to the Secretary of State. The DCO consent regime brings together a range of different statutory Orders and Consents into a single legal instrument.
- 2.5. Members should note that on 1 April 2015 the former Highways Agency became Highways England (HE). To avoid confusion all references are to 'HE' even if the matter relates to on or before 1 April 2015.

3. THE PROPOSALS

A14 and A1 Trunk Road

- 3.1. A plan displaying the proposals is provided at Appendix 5; The scheme comprises the following key elements (starting from the end of the A1(M)); the existing A1 will be widened to 3 lanes in each direction to a point south west of Brampton. West of Brampton the A1 will be realigned to a position west of its current route. The A14 will depart from its current alignment west of Brampton Hut to cross over the A1 on a bridge and then to run down the west side of Brampton. Extensive mounding and noise barriers are proposed to mitigate the impacts at this location.
- 3.2. South of Brampton and North of Buckden the A14 will swing east passing south of the Buckden Landfill site, crossing the East Coast Main Line north of the Offords. The A14 will be three lanes wide at this point, and routes across country passing south of the Wood Green Animal Sanctuary where a new junction will be created with the A1198. The A14 passes to the north of Hilton and Conington, to rejoin the current alignment near Fen Drayton.
- 3.3. The alignment of the A14 will follow its existing route to Girton where the existing M11 Junction 14 will be extensively reconstructed. New junctions will be created at Swavesey and Bar Hill. Existing junctions at Lolworth and Dry Drayton/Oakington will no longer have access to the A14, but will connect to the Local Access Road.
- 3.4. The section between Girton and Histon is currently being widened to 3 lanes in each direction as a pinch point scheme and will be incorporated into the A14 Cambridge to Huntingdon scheme without significant alteration. Between Histon and Milton the existing A14 will be widened on the north side to create 3 lanes in each direction.

Local Roads

- 3.5. Not all local roads connect to the A14, and it is recognised that a limited junction strategy is consistent with the purpose of a Strategic Road.
- 3.6. The section of existing A14 between Huntingdon and Swavesey is proposed to be de-trunked to become a local road for which the County Council will be responsible. The road will be renumbered A1307. The existing A14 between Huntingdon and the end of the A1(M) spur at Alconbury will be de-trunked and renumbered A1307. The existing A14 link between Spital's and the A1 at Brampton Hut will be de-trunked and renumbered as the A141.

A14 Huntingdon Railway Viaduct

- 3.7. There is a substantial concrete structure carrying the existing A14 over the B1514 Brampton Road and the East Coast Mainline Railway, known as the Huntingdon Railway Viaduct. This viaduct is understood by the County Council to be in poor condition with finite life remaining. As part of the A14 proposals, this viaduct will be demolished and a new junction created to connect the existing A14 (to be de-trunked) to Brampton Road.

- 3.8 In addition, a new bypass to the south of Huntingdon will reduce through traffic in Godmanchester, and on the Huntingdon Ring Road. This will help deliver significant improvements to the environment and air quality of the town and Godmanchester.

4. THE DCO PROCESS AND TIMESCALES

- 4.1. A Development Consent Order application for the A14 was made on 31 December 2014 by the HE. The application was accepted by the Planning Inspectorate (PINS) for examination on 27 February 2015, and the closing date for registration as an interested party was 12 March 2015.
- 4.2. The Examination into the DCO started on 13 May, with the Preliminary Meeting. The draft timetable for Examination is included at Appendix 1.
- 4.3. The emphasis in this DCO procedure is principally on written evidence, with the Inspectors only holding “open floor hearings” for issues on which they require clarity. The Inspectors will consider the evidence, including objections before them and may call for and take additional evidence. Once the application has been accepted, PINS has a limited pre-examination period to call for the representations and a limited period to conduct its investigation and report to the Secretary of State (SoS).
- 4.4. Under the terms of the DCO process, the County Council has so far agreed to the adequacy of the HE’s consultation process in relation to the scheme proposals and provided an outline of its relevant representations.
- 4.5 This next stage involves interested parties making formal submissions to the Development Consent Order, and this includes our draft response on;
- The Local Impact Report – provides an outline of the local policy context including the positive, negative and neutral impacts, but without trying to balance them (as the Inspectors will do that) and,
 - The County Council’s own submissions and representations regarding the scheme as set out in the draft DCO.
 - A draft Statement of Common ground clarifying where there is agreement on “areas of common ground” with the HE over the scheme, and areas where there is not agreement.
- 4.6 The Local Impact Report (LIR) has been prepared in draft as a joint submission with Cambridge City Council, Huntingdonshire District Council and South Cambridgeshire District Council. In accordance with PINS guidelines, this details the likely impacts of the scheme, and presents the positive, negative and neutral impacts, with local knowledge and insights for PINS. A draft LIR is included in Appendix 3 and provides more detail regarding the local impacts of the scheme. The Secretary of State (SoS) must have regard to the LIR in making a decision.
- 4.7 In addition, the HE will submit to PINS a Statement of Common Ground with the County Council. This document is included as a draft and will detail which aspects of the HE application are agreed or not agreed. The Statement of Common Ground is written by the HE, but cannot present as agreed what in fact has not been agreed. The County Council has worked closely with the HE

to develop an agreed Statement of Common Ground position on the vast majority of issues. This is in draft, and is included in Appendix 4 and will be updated as outstanding matters are clarified or agreed throughout the examination.

- 4.8 There is strong agreement on the vast majority of proposals and this is reflected in the Statement of Common Ground. However, there are a number of aspects where we have yet to reach a position of agreement.
- 4.9 Further work is underway to progress matters, particularly related to transport assessment, where focused supplementary work is underway to clarify the modelling and likely impacts particularly in Cambridge. The scope of the work has been agreed and additional submissions are proposed. This work is being undertaken with HE and Cambridge City Council. The City Council has also raised concerns regarding the transport modelling and likely impacts, particularly on air quality in the City.
- 4.10 Officers consider that a position of agreement can be reached, but are proposing to reserve the detail regarding local traffic assessment and related impacts until this work has been finalised and submitted within the next few months. Indeed the DCO process allows for additional information to be provided to clarify or enable agreement to be reached on issues throughout the process. However, in areas where agreement is not reached, it will be the task of PINS to decide on disputed matters in their recommendations to the Secretary of State.
- 4.11 The Preliminary Meeting on 13th May marks the opening of the examination, with the deadline for written submissions being 15th of June. At the preliminary meeting the process and timetable for the examination was discussed. The HE and County Council raised the issue of timetabling and intention to submit additional supporting information on transport assessment with the Inspectors. The aim being to raise for consideration in relation to timetabling of the 'issue specific' matters. Indeed when additional information is available, where relevant this will in turn require updates to this statement of common ground which can be undertaken throughout the examination process. Therefore delegated authority is being sought for undertaking additional updates to the Local Impact Report and Statement of Common Ground to reflect updates and progress on matters.
- 4.12 The Examination must end by 13th November 2015 and the Examining Authority will then produce a recommendation. This will be used by the Secretary of State to decide whether to confirm the DCO for the scheme or make any amendments. This is anticipated in May 2016. If approved, construction is expected to start in 2016 for completion by 2020.

5. KEY ISSUES FOR CONSIDERATION

- 5.1 Overall the County Council strongly supports the scheme and considers that the improvement scheme and route offers the right solution to address current problems and to meet future needs.

- 5.2 The County Council considers that the scheme should help in combating congestion, unlocking growth, and connecting people, improving safety and creating a positive legacy. The scheme is expected to deliver significant benefits for the local economy through the reduction of traffic congestion on the A14, and adjacent County Roads, Market Towns and Villages as well as the following benefits;
- Huntingdon and Godmanchester should receive an economic boost with development opportunities that are expected to flow from the reduction of traffic in the towns.
 - The A14 is expected to reduce accidents by in excess of 3,200 over 60 years, including 30+ fatal and 300 serious. The majority of the monetised benefits of accident reduction flow from accident reductions on the local road network.
 - The scheme will facilitate the provision of the eventual full build out of the new town of Northstowe.
 - The nationally renowned congestion on A14 is also known as “Cambridge’s Congestion”, its eradication would stop that unfortunate linkage.
 - Legacy issues through new apprenticeships linked to the scheme will aid the future economy.
 - Additional connectivity gained through improved Non-Motorised User Routes.
- 5.3 However, with a scheme of this scale, there will be significant impacts, not all of which are positive or can be entirely mitigated. Officers have been working to assess the scheme and likely implications and whether the mitigation measures proposed to address any adverse environmental impacts of the scheme, are adequate. The LIR in Appendix 3 provides more details on the expected impacts. Overall though, it is considered that, the scheme delivers significant benefits, and where there are adverse impacts, mitigation or compensation are proposed to address issues where this is possible.
- 5.4 In a number of areas, some small-scale design changes have been proposed or further supporting information or mitigation measures are being sought. More detail is provided on the likely specific impacts in the LIR. The Statement of Common Ground and written representations outline areas where additional information or mitigation is being sought by the County Council to address issues or impacts and enable agreement to be reached.
- 5.5 The sections below identify some of the key issues that the County Council is raising in the written representations. This is not a comprehensive account as further detail is provided in Appendices 2 – 4.

Assessment of Traffic Impacts

- 5.6 In order to assess the likely traffic impacts, HE developed a CHARM2 traffic model from the County Council's Cambridge Sub Regional Model (CSRM). The traffic model incorporates all committed planned developments from Local Plans. This, however, does not include the now proposed A428 Caxton Gibbet to Black Cat improvement scheme, and the HE are understood to be testing the effect of the A428 being upgraded from Caxton to the A1.
- 5.7 The basis of the traffic model is sound, and it is very comprehensive with the modelling forecasts generally accepted. Nevertheless, a number of questions have been raised on technical points relating to the modelling of the local network, particularly in Cambridge, and these are being worked through. However, there are no significant issues with the forecasts for the A14 itself. Tables 1 and 2 outline the forecast traffic changes to the trunk road and local roads.
- 5.8 More detailed work is being undertaken with HE to secure full agreement on the traffic modelling and to undertake further work to assess impacts on the local network. This work will form the basis for a later more detailed submission to PINS. Therefore at this stage, this matter is being reserved for agreement pending completion of this work.

Table 1 – Traffic flow on the trunk road elements in 2035 currently forecast to be:

Location	Without A14	With A14	Change
A1 Alconbury to Brampton Hut	52,100	81,500	+56%
A14 West of Brampton	-	49,000	
A1 West of Brampton	51,500	92,000	+84%
A14 North of Brampton	63,900	18,000	-72%
A14 Through Huntingdon	90,500	28,500	-69%
A14 Huntingdon Southern Bypass	-	95,500	
A14 Swavesey to Bar Hill	93,400	112,300	+20%
A14 Bar Hill to Girton	110,700	135,900	+23%
A14 Histon to Milton	86,600	104,900	+21%

Table 2 Traffic flow on local roads in 2035 is currently forecast to be:

Location	Change
B1514 Thrapston Road	-60%
B1514 Buckden Road	-20%

A1123 Houghton Road, St Ives	-5%
A1123 Station Road, Earith	-5%
B1050 Station Road, Willingham	+15%
B1040 Potton Road (north of Hilton)	0%
Elsworth Road, Conington	-10%
High Street, Boxworth	-5%
Scotland Road, Dry Drayton	+35%**
A1303 Madingley Road, Cambridge	-10%
Cambridge Road, Girton	-15%
A1307 Huntingdon Road, Girton	+5%
B1049 Histon Road, Cambridge	+5%
Bridge Road, Histon	-5%
A1309 Milton Road, Cambridge	+5%

** Includes traffic routing from A428 to Northstowe

- 5.9 In the above tables, the changes between the 'do nothing' and 'do something' include Phases 2 and 3 of Northstowe, as this key development could not be fully built out without the additional capacity on the A14. Planned growth in general would be slower and more constrained without the A14 upgrade.
- 5.10 The improvement scheme is demonstrating more general positive benefits not only to strategic traffic but also to local traffic movement. This relates to the fact that with improved traffic capacity and resilience to incidents for the A14 itself, the tendency for traffic to avoid the A14 and rat run on unsuitable local roads will be substantially reduced.
- 5.11 Another impact is that the traffic stays on the A14 for longer. This means that for some local routes there will be some local reassigning. For example traffic that currently leaves the A14 at Oakington and reaches Cambridge through Girton and Histon will now stay on the A14 and use Huntingdon Road. Traffic currently using Madingley Road to avoid the A14 north of Cambridge, will instead use the A428 and A14 to Histon Road, or Milton Road. This means an increase on some radial roads in Cambridge.
- 5.12 Updates to the model are planned to take account of the latest 2015 forecasts, and also to reflect the results of the work being undertaken with local partners on modelling local impacts. However, sensitivity tests are showing limited impacts on forecasts. Therefore it is considered unlikely that

the work underway will require changes in the final traffic forecasts, the environmental assessment, or scheme proposals. A detailed submission will be made to PINS once the work is completed.

- 5.13 In addition, HE have agreed to post opening monitoring and the funding of minor works such as traffic calming should there be a significant increase in traffic above that predicted.

De-trunking Impacts

- 5.14 The proposals involve de-trunking of approximately 22km of current dual carriageway trunk road. This is the existing A14 between Swavesey and Alconbury, and the A14 from Spital's to Brampton Hut.
- 5.15 The County Council is entering into a legal agreement with HE to protect the interests of the County Council in respect of assets for which we will become the local highway authority. In addition to the 22km of de-trunking, there are a further 12km of new and improved local roads to be constructed as part of the project.
- 5.16 The County Council is in general agreement, subject to the legal agreement, that on completion of the scheme existing sections of A14, which no longer serve a strategic purpose, are to be de-trunked to become local roads. These roads are, however, of a scale and type that are not present in the County's highway inventory for care. While additional resources will be required to operate and maintain these, the related Government grant is reducing overall. Discussions are being held with Department for Transport and HE regarding this, and asset condition data will be assessed to determine ongoing future costs and whether there will be any additional funding.
- 5.17 Before de-trunking HE will carry out an agreed programme of repair and renewal to bring the roads and bridges up to a standard where abnormal maintenance is unlikely to occur for a minimum of 10 years after handover (longer in the case of major structures). Existing safety cameras, VMS, and other redundant infrastructure will be removed and signs replaced.

Removal of the viaduct

- 5.18 The removal of the viaduct at Huntingdon and the rebuilding of the old A14 at lower level as a local road, will remove an eyesore in the towns of Huntingdon and Godmanchester and enhance the significance of general and designated heritage assets in the area. There will also be a significant reduction in through traffic and resultant environmental benefits for both Huntingdon and Godmanchester.

Air Quality Impacts

- 5.19 There are predicted improvements for air quality along the existing A14 between Swavesey and Huntingdon and in Huntingdon town centre as a result of the new bypass. The Huntingdon, Brampton and Hemingford to Fenstanton Air Quality Management Areas (AQMA) are all predicted to have improvements in air quality concentrations. No new AQMA will be created.

The A14 corridor AQMA is also predicted to have no exceedances in air quality objectives in the opening year. It is possible that the changes in traffic levels may result in AQMAs in the area being revoked. With reduced traffic flows and changes to traffic patterns, the scheme would result in reduced levels of nitrogen dioxide concentrations to some 5,000 properties.

- 5.20 However, there is likely to be some deterioration in air quality around Cambridge. The air quality modelling reported in the Environmental Statement (ES) indicates that NO₂ and PM₁₀ concentrations increase at locations in the north of Cambridge in 2035, specifically Kings Hedges Road and Madingley Road. However all results in the area are in compliance with the objectives and limit values set out in Defra guidance.
- 5.21 It is worth clarifying that this forecast is based on the assumption that general traffic levels continue to increase into Cambridge. This does not take into account potential changes as part of the City Deal programme aimed at increasing travel by sustainable alternative means of travel and reducing general traffic levels into the city.

Traffic Noise

- 5.22 Noise and vibration levels are expected to reduce for over 2900 dwellings along the existing A14 corridor. This includes dwellings, schools and a hospital which will benefit mainly as a result of re-routing along the new bypass, new low-noise road surfacing and enhancement of noise barriers.
- 5.23 There will however be minor or moderate adverse long term operational noise impacts for 330 properties located along the new bypass between Brampton Interchange and Fen Drayton.

Landscape and Visual Impact

- 5.24 Given the scale of the scheme and sensitive local environment, there will be adverse impacts on two locally identified landscape character areas – the North Flowing Ouse Valley Floodplain and Huntingdon: Eastern Part of Mill Common. The scheme would cause moderate adverse residual effects on the Hinchingsbrooke area and central part of Views Common.

Road Drainage and Flooding

- 5.25 The County Council agrees in principle to consents under the Land Drainage Act 1991 and Water Resources Act 1991 being dis-applied by the Development Consent Order, subject to a protective provision whereby the County Council will be a consultee in the discharge of land drainage consents.
- 5.26 HE has provided for mitigation of flooding to the extent that this is required by the proposals and preserve the baseline flood storage before construction of the new road. HE have also agreed to address existing flooding in the detailed design of the A14 scheme, by providing additional storage, or other measures where feasible to do so.

Minerals and Waste

- 5.27 HE is proposing to construct borrow pits close to the A14 to provide circa 5m tonnes of aggregate for the scheme construction. This will reduce traffic on local roads. All six locations are in keeping with the adopted Cambridgeshire Minerals and Waste Plan, and would only be operated for the purpose of constructing the A14. The County Council is also seeking agreement that HE will put in place a longer term management plan for the Borrowpits. This will help to ensure that the scheme mitigates the adverse impacts and achieves longer term biodiversity gains.

Archaeological Investigations

- 5.28 There is agreement with HE that mitigation by controlled archaeological excavation will need to take place well in advance of construction of the off-line sections of the route. Much of the off-line route has been subject to an array of evaluation trenches and surveys, and its archaeological character is understood. However, more focused archaeological excavations have not yet been quantified and resourced for inclusion in the scheme's mitigation strategy. Cambridgeshire County Council will need to be consulted early as the relevant authority in the development of Written Schemes of Investigation for non-designated sites.

Ecology and Nature Conservation

- 5.29 The scheme lies generally within an area consisting of arable fields, separated by hedgerows and copses containing relatively few species. However, some localised areas of higher ecological value are affected by the scheme, there are a number of statutory and non-statutory designated sites within the immediate vicinity of the scheme, and a number of legally protected species have been identified through the ecological surveys.
- 5.30 The proposed Ecological Mitigation Areas are considered insufficient to adequately address the adverse impact on ecology from the scheme. The proposals will not compensate for reductions in habitat available for species of county or district importance (e.g. breeding / wintering birds at Buckden Gravel Pits). The County Council is seeking further information to demonstrate that the proposed mitigation measures will adequately mitigate negative impacts on the designated sites and protected species where possible.

Public Rights of Way and Access

- 5.31 The proposed scheme makes extensive changes to Public Rights of Way and delivers benefits by reconnecting several rights of way which have been severed by the A14 and A1 in the past. A number of new routes are created.
- 5.32 HE has provisionally agreed to make land available for a cycleway on the west side of the B1050 to continue the planned cycleway from Northstowe and Longstanton. Cyclists will be able to use the west side cycleway on the B1050 to reach the A14 Local Access Road and its accompanying cycleway.

- 5.33 There is an opportunity to provide a Public Footpath linking Brampton Footpath No. 3 with Grafham Lane along the northern edge of Borrow Pit 3. This would connect RAF Brampton to Grafham Road and the network of PROW around the A1/A14 at this location. This issue is being raised in the written representations where the County Council is seeking access to be provided to the network of paths created around the A14/A1 to comply with both County Council and HDC policies on access and recreation.
- 5.33 HE has provided a Non Motorised User (NMU) context report indicating no need for a separate footbridge over the main line railway at Brampton Road, Huntingdon, outlining there will be sufficient width on the footpath when Brampton Road is returned to its original state.

6. Summary

- 6.1 Overall the County Council strongly supports the proposed improvement scheme which is essential to support the ongoing economic growth and prosperity of Cambridgeshire, and necessary to facilitate planned major new developments such as Northstowe.
- 6.2 From a design perspective the route and outline design proposals appear satisfactory, but the current preliminary designs will need to be substantially developed. Ongoing involvement of County Council officers will be secured by legal agreement with HE.
- 6.3 There are considered to be significant positive benefits anticipated in terms of the strategic transport network, including benefits to the general local transport network. Some further work is underway on transport assessment to secure full agreement on the transport modelling and impacts on the local network. However, on the basis of sensitivity tests undertaken thus far, it is considered unlikely that changes will be required to the final traffic forecasts or scheme proposals. A more detailed later submission will be made to PINS once the work is completed.
- 6.4 There will be environmental impacts with a scheme of this scale, and not all of these can be mitigated. However the County Council considers that there is scope for more mitigation in some areas; this is especially in relation to ecology. The assessment work done relating to impacts on County Wildlife sites appears inadequate, and officers are working positively with HE to resolve outstanding issues and to ensure that where possible, impacts can be adequately mitigated.
- 6.5 The County Council is in the process of agreeing a Statement of Common Ground with HE. A Draft is included in Appendix 4 for proposed submission. This clarifies the areas where there is agreement and where there isn't agreement, and the matters outstanding. This will continue to be developed and updated through the Examination process as outstanding issues are addressed, clarified and agreed.

7. Alignment with Corporate Priorities

Developing the local economy for the benefit of all

7.1. The following bullet points set out details of implications identified by officers:

- The scheme will have significant benefits for the local economy through the reduction of traffic congestion on the A14, a nationally known bottleneck and adjacent County Roads, Market Towns and Villages.
- Huntingdon and Godmanchester should receive an improved environment as well as an economic boost with development opportunities that are expected to flow from the reduction of traffic in the towns.
- The scheme will facilitate the provision of the eventual full build out of the new town of Northstowe.
- The nationally known congestion on A14 is also known as “Cambridge’s Congestion”, its eradication would stop that unfortunate linkage.
- Legacy issues through new apprenticeships linked to the scheme will aid the future economy and
- The additional connectivity gained through improved cycling facilities should bring further benefits.

Helping people live healthy and independent lives

7.2. The new cycling facility provision in the corridor will encourage more cycling, especially for journeys to work and education which will benefit the health of residents. Additional footpath linkage will encourage more walking and exercise activity more generally.

Supporting and protecting vulnerable people

7.3. There are no significant Implications for this Priority.

8. Significant Implications

Resource Implications

8.1. The following bullet points set out details of significant implications identified by officers:

- The Council has agreed (See Cabinet Meeting Minutes for 10/9/2013) to provide £25m towards the Treasury stipulation that £100m of the scheme costs must be funded locally from the Local Enterprise Partnerships (LEPs) and Local Authorities which will benefit from the scheme. It is anticipated that this will be paid at a rate of £1m per year with funds top sliced from the Council’s Local Transport Plan funding rather than additional borrowing. Payments will need to be made from 2020 onwards.

- The Council will, subject to satisfactory negotiation over reinstatement costs to an acceptable residual life, become the local highway authority for 20 kilometres of de-trunked grade separated dual carriageway. In addition the Council will inherit 12 kilometres of new public highway and accompanying cycle facilities which will bring their own resource demand for on-going maintenance. In order to protect the interests of the County Council in respect of these assets for which we will become the local highway authority, the County Council is entering into a legal agreement with HE, regarding asset condition and repair to ensure that the HE will carry out an agreed programme of repair and renewal to bring the roads and bridges up to a standard where abnormal maintenance is unlikely to occur for a minimum of 10 years after handover. In addition, discussion is taking place with the Department for Transport (DfT) regarding ongoing revenue support grant to take into consideration the additional requirements for maintenance and operation of these assets. However, the reality is that this grant is reducing over time and there will be less funding available overall in 2020.

Statutory, Risk and Legal Implications

- 8.2. As with any independent planning process, there are legal and statutory risks attached to the DCO process which has yet to be fully tested for strategic highway schemes of this scale. However both at a national and local level there appears to be considerable support for the scheme.

Equality and Diversity Implications

- 8.3. There are no significant implications within this category.

Engagement and Consultation Implications

- 8.4. There has been extensive consultation by the HA on the proposed A14 Cambridge to Huntingdon Scheme. This was fully detailed in the HE's Statement of Community Consultation, which was agreed.

Localism and Local Member Involvement

- 8.5. Although the A14 is principally a strategic scheme, given the local implications, there has been significant engagement between the HE and local members at county, district and parish levels.
- 8.6. Elected Members have been regularly updated regarding progress of the scheme, and the undertaking of the two consultation exercises by both by the HA and more directly by the County Council. There have also been five presentations or exhibitions solely for elected Members, when invitations were sent to County Members and the District Councils. This helped to ensure that latest information and analysis could be shared and provided a forum to address Members queries.

Public Health Implications

- 8.7. There are expected to be major air quality and noise benefits in the Huntingdon and Godmanchester central areas. There are potential air quality benefits across a wider area with the significant reduction in the nitrous oxides and particulate levels likely with the scheme. There will also be health benefits associated with improved cycling and footpath links. However, there will be areas where there are expected to be negative impacts related to noise and air quality. These are detailed in the Environmental Statement and LIR, and consideration is given to the proposed mitigation measures and adequacy of these in the County Council's written representations and Statement of Common Ground.

Source Documents	Location
<p>A14 Improvement Scheme Development Consent Order and Environmental Assessment and background documents</p> <p>The CHUMMS Report, DfT, September 2001</p> <p>The Cabinet has previously considered the A14 scheme(s) on</p> <p>25/9/01, 14/6/05, 23/5/06, 27/2/07, 15/12/09, 17/9/12, 10/9/13, & 29/10/13</p> <p>County Council Cabinet & Committee Agendas and Minutes can be found at:</p> <p>http://www.cambridgeshire.gov.uk/CMSWebsite/Apps/Committees/Committee.aspx?committeeID=11</p> <p>The County Council's Enterprise, Growth and Community Infrastructure Overview and Scrutiny Committee considered the current scheme on 4/2/14, item 4</p> <p>Economy Transport & Environment Committee Reports regarding the A14 Scheme</p> <p>May 2014 A14 Development Consent Order Consultation response</p> <p>September 2014 - A14 Development Consent Order (DCO) – Process And Negotiations Update On Issues Raised In The County Council's Consultation Response</p> <p>November 2014 - Response to the Adequacy of Community Consultation on the Proposed A14 Improvement Scheme</p>	<p>Location of Hard Copies of documents:</p> <p>Shire Hall 3rd Floor</p> <p>. see</p> <p>http://assets.highways.gov.uk/roads/road-projects/a14-cambridge-to-huntingdon-improvement/A14C2HSoCC_Final_140321.pdf</p> <p>http://www2.cambridgeshire.gov.uk/CommitteeMinutes/Committees/Meeting.aspx?meetingID=689</p> <p>http://www2.cambridgeshire.gov.uk/CommitteeMinutes/Committees/AgendaItem.aspx?agendaItemID=9750</p> <p>http://www2.cambridgeshire.gov.uk/CommitteeMinutes/Committees/AgendaItem.aspx?agendaItemID=10299</p> <p>http://www2.cambridgeshire.gov.uk/CommitteeMinutes/Committees/AgendaItem.aspx?agendaItemID=10299</p>

<p>January 2015 - A14 consultation - progress on negotiations update</p> <p>For the proposed scheme and consultation materials please see</p>	<p>gendaItemID=10572</p> <p>http://www2.cambridgeshire.gov.uk/Committees/AgendaItem.aspx?agendaItemID=10923</p> <p>https://www.gov.uk/government/consultations/a14-cambridge-to-huntingdon-improvement-proposed-scheme</p>
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Appendix 1 – Examination Timetable

Preliminary Meeting	13 May 2015
Comments on Relevant Representations	1 June 2015
Written Representations, Local Impact Report, Statement of Common Ground	15 June 2015
Comments on Written Representations, Comments on Local Impact Reports	7 July 2015
Open Floor hearings	13/14 July 2015
Issue specific hearing on the draft DCO	15 July 2015
Compulsory Acquisition hearings	1 to 3 September 2015
Issue specific hearing on the draft DCO	4 September 2015
Issue specific hearings	15 to 18 September 2015
Publication of consultation draft DCO and Report on the Implications for European Sites (RIES)	9 October 2015
Reserved for issue specific, open floor or compulsory acquisition hearing(s) if needed	21 October 2015
Issue specific hearing on the draft DCO	22 October 2015
End of Examination	13 November 2015

Appendix 2 Draft Written Representation

Due to its size hard copies have been placed in the Members Room but can also be viewed at the following link:

<http://tinyurl.com/ccc-ee-260515-A14>

Appendix 3 Draft Local Impact Report

Due to its size hard copies have been placed in the Members Room but can also be viewed at the following link:

<http://tinyurl.com/ccc-ee-260515-A14>

Appendix 4 draft Statement of Common Ground

Due to its size hard copies have been placed in the Members Room but can also be viewed at the following link:

<http://tinyurl.com/ccc-ee-260515-A14>

