



A14 Cambridge to Huntingdon Improvement Scheme

Statement of Common Ground Between Highways England And Cambridgeshire County Council

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1. Introduction

1.1 Purpose of document

1.1.1 This Statement of Common Ground (SoCG) is submitted to the Examining Authority through the Planning Inspectorate (as responsible agency) in relation to the application by Highways England for development consent under the Planning Act 2008 for the proposed A14 Cambridge to Huntingdon improvement scheme ('the Scheme'). The scheme extends from Ellington, on the western outskirts of Huntingdon, to Milton in the north east of Cambridge. It includes both new highway construction and the widening and improvement of existing highways over a total length of 34 km (21 miles). It includes a new bypass to the south of Huntingdon, carriageway widening on the existing A14 between Swavesey and Girton, and improvements to the Cambridge Northern Bypass. It also includes junction improvements, the widening of the A1 trunk road between Brampton and Alconbury, and new local access roads. In addition, the existing A14 between the Ellington and Swavesey junctions is to be de-trunked (returned to county road status), the road viaduct over the East Coast Mainline railway at Huntingdon removed and road connections to the existing A14 from within the town created.

1.1.2 The Application was submitted to the Planning Inspectorate on 31 December 2014.

1.1.3 This SoCG has been prepared in respect of the application. Guidance about the purpose and possible content of SoCGs is given in paragraphs 58-65 of the Department for Communities and Local Government's "Planning Act 2008: examination of applications for development consent" (March 2015). Paragraph 58, copied below, confirms the basic function of SoCGs:

"A statement of common ground is a written statement prepared jointly by the applicant and another party or parties, setting out any matters on which they agree. As well as identifying matters which are not in real dispute, it is also useful if a statement identifies those areas where agreement has not been reached. The statement should include references to show where those matters are dealt with in the written representations or other documentary evidence."

1.1.4 This document records the current position on relevant issues, with respect to the Scheme, between Highways England and Cambridgeshire County Council as of the Reference Date on the front page. It does not constitute the whole nor entire body of agreement or disagreement between the County Council and Highways England.

1.1.5 This statement of common ground is a live document which will be updated throughout the Examination period; the contents may therefore be subject to change.

1.2 Parties to this SoCG

- 1.2.1 This SoCG has been prepared in respect of the scheme by Highways England, as the Applicant, and Cambridgeshire County Council (the County Council) as a relevant local planning authority, and local highway authority.
- 1.2.2 Highways England is a government company responsible for operating, maintaining and improving the strategic road network in England. The network is made up of England's motorways and all-purpose trunk roads (the major "A" roads). The A14 is part of the trunk road network for which Highways England is responsible. Following the Scheme being constructed Highways England will be responsible for operating and maintaining the improved A14.
- 1.2.3 The County Council will be responsible for the new and improved local highway network, and the de-trunked sections of the A14.

1.3 Structure of the SoCG

- 1.3.1 This SoCG has been structured to reflect matters and topics of relevance to the County Council in relation to the Scheme.
- Section 2 provides an overview of engagement to date between Highways England and the County Council.
 - Section 3 provides an outline of the main areas and topics covered by this SoCG.
 - Section 4 provides a summary of areas that have been agreed
 - Section 5 provides a record of areas that have not yet been agreed.
 - Section 6 provides a note of the ongoing matters which will be managed through the detailed design phase.
 - Section 7 provides a record of relevant documents and drawings.
 - Section 8 includes the signatures of all parties to indicate agreement to the Statement of Common Ground.
- 1.3.2 Throughout this SoCG:
- Where a section begins 'matters agreed', this signifies matters that have been specifically agreed between Highways England and CCC.
 - Where a section begins 'matters not yet agreed', this signifies matters that are not agreed between Highways England and the County Council, but are still under discussion.
- 1.3.3 This document records the state of agreement (and disagreement) between Highways England and Cambridgeshire County Council. It needs to be read in conjunction with the Local Impact Report and Written Representations, and does not represent the whole or only body of evidence on agreement or disagreement. Its purpose is to inform the Examining Authority of the state of agreement between the parties on matters relevant to the DCO Application and Examination only. As such matters of detail not substantive to the DCO Application have been omitted.

- 1.3.4 This SoCG is underpinned by a suite of further documents which provide greater detail into the discussions held between the County Council and Highways England. These documents include the legal agreement and protective provisions as referred to in this SoCG, the asset protection agreement, technical specifications and the records of agreement for each key topic. These documents are all draft, under continued discussion and this SoCG reflects the outputs of these discussions as of the Reference Date on the front page.

1.4 Relationship to other documents

- 1.4.1 Where there is a conflict between this document and the Local Impact Report, the Local Impact Report shall take precedence.
- 1.4.2 Where there is a conflict between this document and the County Council's Written Representations, the Written Representations shall take precedence.

2. Overview of previous engagement undertaken

2.1.1 A summary of the key meetings and correspondence that has taken place between Highways England and the County Council is outlined in the table below:

Date	Format	Topic(s)	Discussion points
21 November 2013	Meeting	Consultation	Discussion on funding and engagement strategy
2 December 2013	Meeting	General	A14 kick-off meeting
3 December 2013	Meeting	Ecology	Discussion on ecology baseline surveys
9 December 2013	Meeting	Highways	A14 scheme design meeting
11 December 2013	Meeting	Consultation	A14 early community engagement
9 January 2014	LA forum	General	Local authority forum - outline and update on process and programme
16 January 2014	Workshop	Highways	Scheme design workshop
21 January 2014	Meeting	Traffic	Traffic modelling meeting to discuss Northstowe
28 January 2014	Meeting	Highways	Follow-up highway design meeting
29 January 2014	Workshop	Environment	Environmental forum (#1) update on A14 scheme and discussion of environmental issues
11 February 2014	Meeting	Highways	Coordination meeting – progress update on junction layout design and maintenance issues
13 February 2014	LA forum	General	Local authority forum - outline and update on process and programme
20 February 2014	Members presentation	General	Updating council members on the proposed scheme
6 March 2014	Meeting	Highways	Meeting to discuss access into and out of the bus / train facilities in Huntingdon Town Centre
12 March 2014	Meeting	Landscape	A14 landscape mitigation. Discussion with local authority landscape officers
18 March 2014	Meeting	General	Local authority forum - outline and update on process and programme
5 March 2014	Meeting	Minerals and waste	Meeting to discuss borrow pits
27 March 2014	Meeting	Environment	Environmental forum (#2) to provide update on environmental proposals across the scheme
4 April 2014	Meeting	Cultural heritage	Discussion regarding the proposed archaeological trial trenching and previous comments raised regarding the scheme
9 May 2014	Meeting	Non-motorised users (NMU)	Meeting to discuss NMU provisions.

Date	Format	Topic(s)	Discussion points
13 May 2014	Meeting	Non-motorised users (NMU)	Meeting to discuss proposed NMU provision on the A14 scheme in more detail
19 May 2014	Meeting	General	Local authority forum: Progress meeting with Tier 1 local authorities
22 May 2014	Meeting	Environment	Environmental forum (#3) to discuss construction considerations and borrow pits
11 June 2014	Meeting	Environment	Meeting to discuss EIA Scoping Response Letter, potential content of the Borrow Pit Planning Statements as well as updating the County Council on the scheme
24 June 2014	Meeting	Minerals and waste	Borrow pit workshop to discuss potential options for restoration.
30 June 2014	Workshop	General	Workshop to discuss SoCG initiation
29 July 2014	Meeting	Environment	Environmental forum (#3) to discuss the Code of Construction Practice.
1 August 2014	Meeting	General	Discussion about the Project Board and upcoming SoCG meetings.
14 August 2014	Meeting	Traffic	Meeting to discuss Traffic Regulation Orders (TROs)
18 August 2014	Meeting	Highways	Meeting to present Draft General Arrangement Plans following consultation
21 August 2014	Meeting	Traffic	Meeting to discuss scope of the Transport Assessment for the scheme
26 August 2014	Workshop	Ecology	To discuss potential ecological impact on the scheme
8 September 2014	Meeting	General	A14 County Council Project Board to discuss programme and key milestones / issues
9 September 2014	Workshop	Traffic	To discuss the new traffic model that was used to predict future traffic movements
10 September 2014	Meeting	Drainage	Meeting to discussion drainage and flood risk
11 September 2014	Workshop	Traffic	To discuss the new traffic model that was used to predict future traffic movements
11 September 2014	Meeting	Construction	Meeting to discuss the draft Code of Construction Practice.
18 September 2014	Meeting	Highways	SoCG highway geometry inception meeting
19 September 2014	Seminar	Traffic	Traffic seminar
23 September 2014	Meeting	Highways	Highways meeting (#1) with the County Council to discuss highways geometry
30 September 2014	Meeting	Highways	Highways meeting (#2) with the County Council to discuss highways geometry
3 October 2014	Meeting	Highways assets	Meeting to discuss asset condition and handover.

Date	Format	Topic(s)	Discussion points
7 October 2014	Meeting	Highways	Highways meeting (#3) with the County Council to discuss highways geometry
8 October 2014	Meeting	General	A14 County Council Project Board to discuss programme and key milestones / issues
13 October 2014	Meeting	Highways	Combined operation meeting – to discuss emergency services access/operating requirements
14 October 2014	Meeting	Highways	To discuss Intelligent Transport Systems (ITS)
14 October 2014	Meeting	Highways	Highways meeting (#4) with the County Council to discuss highways geometry
20 October 2014	Meeting	Environment	Meeting to discuss the Environmental Statement key findings.
20 October 2014	Meeting	Drainage	Meeting to discuss consents and protective provisions for the proposed scheme.
21 October 2014	Meeting	Highways	Highways meeting (#5) with the County Council to discuss highways geometry
23 October 2014	Meeting	General	Discussion on DCO timeline
27 October 2014	Meeting	Transport	Going through the latest iteration of the Transport Assessment which responds to the County Council comments
28 October 2014	Meeting	Highways	Highways meeting (#6) with the County Council to discuss highways geometry
6 November 2014	Meeting	General	A14 CCC Project Board to discuss programme and key milestones / issues
14 November 2014	Meeting	Highways assets	SoCG consent meeting to discuss draft DCO
27 November 2014	Meeting	Environment	Local Impact Report (LIR) meeting
1 December 2014	Meeting	Highways	Highways meeting (#7) with the County Council to discuss highways geometry
1 December 2014	Meeting	Non-motorised users (NMU)	Meeting to discuss NMU provision across the scheme
1 December 2014	Meeting	Non-motorised users (NMU)	Meeting to discuss NMU provision through Huntingdon, Pathfinder link/Mill Common/ring road area.
8 December 2014	Meeting	General	A14 County Council Project Board to discuss programme and key milestones / issues
9 December 2014	Meeting	Highways	Highways meeting (#8) to discuss departures, traffic and further preliminary design.
9 December 2014	Meeting	Minerals and waste	Borrow Pit Restoration meeting
16 December 2014	Meeting	Lighting	Meeting to discuss lighting proposals on the scheme.
19 December 2014	Meeting	Highways	Highways meeting (#9) with the County Council to discuss highways geometry

Date	Format	Topic(s)	Discussion points
5 January 2015	Letter	Consultation	Adequacy of consultation statement
15 January 2015	Meeting	Minerals and waste	Update discussion on borrow pits restoration
22 January 2015	Meeting	General	A14 County Council Project Board to discuss programme and key milestones / issues
22 January 2015	Meeting	Highways assets	Highways meeting (#10) to discuss status of non-highway land parcels
27 February 2015	Meeting	Cultural heritage	Meeting to discuss archaeology and cultural heritage.
3 February 2015	Meeting	Ecology	Meeting to discuss ecology
24 February 2015	Meeting	Highways assets	Discussion on draft legal agreement
24 February 2015	Meeting	Highways	Highways meeting (#11) with the County Council to discuss highways geometry
26 February 2015	Email	Traffic	Confirmed agreement in writing on Traffic Regulation Orders following Highway meeting #6 (28 October 2014).
10 March 2015	Meeting	Traffic	Discussion on traffic validation and forecasting
7 April 2015	Meeting	Traffic	Update discussion on traffic validation and forecasting
15 April 2015	Meeting	Traffic	Update discussion on traffic validation and forecasting
22 April 2015	Meeting	Traffic	A14 Traffic forecasts follow up meeting
30 April 2015	Meeting	General	Project board meeting to discuss SoCG progress
30 April 2015	Meeting	Traffic	A14 traffic model programme
1 May 2015	Meeting	Cultural heritage	Meeting to discuss draft Written Schemes of Investigation (WSIs)
11 May 2015	Meeting	Traffic	A14 preliminary meeting discussion with Highways England
2 June 2015	Meeting	Traffic	Response to concerns of traffic in Cambridge City and performance of traffic model
2 June 2015	Meeting	Traffic	A14 CHARM 3a – Cambridge City impact update

2.1.2 It is agreed that this is an accurate record of the key meetings between Highways England and the County Council in relation to the matters recorded in Sections 4 and 5.

2.1.3 There is ongoing discussion between the parties, and progress with these discussions will be recorded by updates to this SoCG.

3. Topics contained within this SoCG

3.1.1 The following summary is of the topics that have been considered within this SoCG and provide a structure as to topics and matters of relevance that have been the subject of correspondence and contact to date between Highways England and Cambridgeshire County Council.

- Asset definition - definition of the legal highways asset boundaries and the extent which would become the County Council responsibility
- Code of Construction Practice – discussions on the requirements to consult local authorities in the preparation of the Code of Construction Practice and Local Environmental Management Plans.
- Cultural heritage – discussion on heritage assets across the scheme and the methodology of assessment
- De-trunking – discussions on the transfer of existing trunk road to Cambridgeshire County Council
- Drainage and flooding – referring to matters of drainage, flood mitigation and watercourses, including definition of a Protective Provision.
- Environment – in particular matters regarding ecology, and natural environment.
- Health – discussion on the assessment of health impacts
- Highways design – definition on the level of provision that is planned for the scheme from Cambridge to Huntingdon as well as the basis for design
- Lighting – agreement on the extent of lighting proposed
- Minerals and waste – discussions regarding the borrow pits proposals, including location, restoration proposals and legacy benefits.
- Need for the Scheme – ability of the scheme to meet the strategic goals of reducing congestion, connecting people, improving safety, unlocking growth and creating a positive legacy.
- Non-motorised users (NMUs) and Rights of Way – discussion on public rights of way (PROWs) in the vicinity of the scheme, NMU routes links, and construction practices.
- Traffic and transport – definition on traffic forecasting assumptions and validation process.

4. Matters agreed

4.1 General

- 4.1.1 Statements of agreement are subject to detailed design, discharge of Requirements, and resolution of matters that are not agreed or still under discussion.

4.2 Asset definition

Description	Matters agreed
Definition on plans	Highways England will agree asset boundaries and extent of local roads with the County Council to avoid future uncertainty of boundaries, and to rigorously define same in legal records.
Records	Highways England agrees to provide complete and accurate records of highway and rights of way in an agreed format to the County Council on completion of construction.
Non highway land	Non highway land parcels adjacent to de-trunked section of the A14 will remain under the control of Highways England.

4.3 Code of Construction Practice

Description	Matters agreed
Code Of Construction Practice (CoCP)	Highways England will consult with the County Council in developing the Local Environmental Management Plans and Construction Environmental Management Plans, under the Code of Construction Practice.

4.4 Cultural heritage

Description	Matters agreed
Non-designated and designated heritage assets	A programme of archaeological mitigation works will be developed by Highways England and jointly appraised by the County Council Historic Environment Team officers and Historic England, who will also monitor and regulate the archaeological investigation programme as it relates to the non-designated or designated heritage assets.
Heritage impact of removal of Huntingdon viaduct	The demolition of the viaduct will enhance landscape setting and heritage assets.
Relevant authority	The County Council is the relevant authority for non-designated heritage assets. Historic England and the District Councils are the relevant authority for designated assets.
Programmes of work	The specifications of programmes of archaeological works will be jointly appraised, and monitored as appropriate by the County Council and Historic England.
Timing of archaeological work	Mitigation by controlled archaeological excavation will take place well in advance of construction of the off-line route.
Written Schemes of Investigation (WSI)	Highways England is preparing Written Schemes of Investigation, the preparation and implementation of which will be in consultation

Description	Matters agreed
	with the County Council and Historic England.
Mill Common link	This more appropriately scaled design of the new road link will considerably reduce impacts upon non-designated archaeological assets known at Mill Common.
Written Scheme of Investigation (WSI)	It is agreed that Highways England will prepare an overarching WSI which sets out a high-level methodology for future archaeological investigation. Further site-specific WSIs will be developed by the appointed contractors. The WSI is yet to be agreed.

4.5 De-trunking

Description	Matters agreed
Legal agreement	The general principle of a legal agreement to secure defined condition and processes for handover and adoption of new, improved and de-trunked local roads and rights of way.
Maintenance until de-trunking	Highways England will carry out all planned and necessary maintenance until the point of handover. It is anticipated that the County Council will reach agreement with Highways England on the principles of assessing the 'remaining life' of the asset and interventions when treatments would be triggered on de-trunking. Any identified measure will take account of the reduced traffic flows which would affect the projected life of the asset.
Removal of redundant infrastructure	Existing ITS (Intelligent Transport System) infrastructure (Variable Message Signs and Speed Check Services (SPECS)) will be removed by Highways England in accordance with current specifications for clearance of unwanted equipment. Further details are to be discussed during detailed design.
Asset condition	The County Council agrees with the de-trunking plans subject to agreement on asset condition, scope of renewal works and the legal agreement between the County Council and Highways England.

4.6 Drainage and flooding

Description	Matters agreed
Drainage, flood mitigation and water courses	The County Council, subject to agreement of acceptable Protective Provisions to be included in the Development Consent Order, agrees to the disapplication of the Land Drainage Act 1991 and Water Resources Act 1991 in respect of watercourses for which the County Council is responsible as provided for in Article 3 of the Development Consent Order.
Road drainage	A design input statement setting out design parameters for use in Detailed Design has been agreed.
Outline drainage proposals	The County Council as the relevant authority in respect of drainage to local roads, and works affecting watercourses for which the County Council is the relevant authority, accepts the outline proposals for drainage included in the DCO.
Low and high risk watercourse	The County Council has classified watercourses as low or key. The County Council is agreeable to low risk watercourses being dealt with by a shortened consent process where watercourses are grouped into a single consent. Key watercourses will require

Description	Matters agreed
	individual consents. It is anticipated this will be captured within the Protective Provisions.

4.7 Health

Description	Matters agreed
Health impacts assessment	The County Council agrees with the proposed approach to assessing health impacts and supports the content of the Environmental Statement. Residual concerns are raised in the Local Impact Report.

4.8 Highways design

Description	Matters agreed
Inspection	Highways England will provide opportunity for the County Council to inspect construction of local roads, rights of way, and de-trunking works.
Traffic regulation measures	The County Council agrees to the proposed Traffic Regulation Measures in the DCO
Local roads alignment and junctions	The County Council agrees to the general alignment of local roads and junction layouts, subject to detailed design, and satisfactory operational assessment
Departures from standards	Departures from standards are agreed (except where noted in this statement), subject to detailed design.
Legal agreement	The County Council and Highways England have agreed to enter into a legal agreement dealing with de-trunking, transfer of assets, and adoption of new roads. The County Council agrees in principle to de-trunking only if Highways England is able to satisfy the County Council that assets to be transferred will be in reasonable condition and future risk to the County Council is adequately controlled.
New local roads	The extent of new local roads to be adopted by the County Council on completion is agreed, subject to consultation with the County Council on detailed design, and inspection of construction which is intended to be provided for in the legal agreement between the County Council and Highways England.
Layout of local roads	The general arrangement of local roads in terms of alignment and general principles is agreed subject detailed design. Agreement of Design Input Statements at detailed design stage will be needed to finalise agreement of design speed and proposed standards.
Junction layouts	The general arrangement for junction layouts on local roads is agreed subject to demonstration of acceptable operational performance in detailed design. It is agreed that Brampton Hut junction will remain trunk road.

Description	Matters agreed
NMU provision	The general principles of the NMU context report are accepted in relation to NMU provision on local roads. In respect of Brampton Road, it is noted that there are physical constraints limiting options for both NMU and traffic capacity considerations. It is agreed that the County Council will be consulted at detailed design stage to understand preferred recommendations for safe NMU use and optimised signal capacity (including in relation to the width of the footways between Hinchbrook Park Road and Edison Bell Way) and to ensure that a satisfactory balance between NMU and motor traffic is agreed upon. It is not agreed that a bridge for NMUs is not needed.
Existing assets	Highways England has agreed to replace existing signs on the de-trunked A14, remove redundant infrastructure, and to adapt existing assets to the County Council requirements, subject to detailed design and agreement of a Handover Plan. Discussions as to the precise terms of this are ongoing.
Design of A14 East bound slip at Swavesey (To Cambridge Services)	The A14 east bound off slip to Cambridge Services has a very tight entry curve onto the Boxworth road roundabout. Whilst this is Trunk Road, it is possible that loss of control accidents at this point could cause incidents on the roundabout or the Swavesey Junction connector road which are local roads. The County Council would be supportive of reasonable design alterations to the junction to reduce this risk. Highways England recognises the matter raised and intends to reconsider this at detailed design stage.
Road safety	The County Council road safety team has reviewed and commented on Stage 1 Road Safety Audits from the local highways authority perspective. Similar arrangements will continue into detailed design, and the County Council will be invited to attend future audits. Consultation with the County Council regarding road safety audits on local and de-trunked roads will be secured by the legal agreement between County Council and Highways England.

4.9 Lighting

Description	Matters agreed
Extent of lighting on local roads	The proposed extent of lighting shown on the drawings has been agreed as the general preferred and necessary limits of new or amended road lighting, subject to detailed design.

4.10 Minerals and waste

Description	Matters agreed
Sourcing material locally	The working of construction materials on sites adjacent to the proposed road scheme is highly desirable in order to minimise transport distances and associated environmental impact.
Location of borrow pits	The County Council is in agreement with the location of the borrow pits which broadly accords with the areas of search identified in the Minerals and Waste Core Strategy: three sites being totally consistent, two being partly within and partly outside the allocated site and one being outside but immediately adjacent to the allocated site.

Description	Matters agreed
Restoration of borrow pits	The outline proposals for restoration are generally acceptable to the County Council, being based upon restoration to agriculture where possible and an informal recreational and/or wildlife after use in other cases. The County Council is concerned that these uses are aspirational and not secured.
Soil management scheme	The Soil Management Scheme forms an acceptable basis for the working and restoration of the borrow pits.
Code of Construction Practice	The Code of Construction Practice is an acceptable tool for controlling the impacts of the operation (subject to the use of appropriate noise criteria).
Aftercare	Highways England has agreed to a 10 year aftercare period for borrow pits 1, 2 and 7. The means of securing it has yet to be established. This will be reflected in a revised draft of the borrow pits restoration plan contained in Appendix 3.3 of the Environmental Statement.

4.11 Need for the Scheme

Description	Matters agreed
Need for the Scheme	The County Council agrees that improvements are required on the A14 between Cambridge and Huntingdon to help solve current traffic and connectivity problems, and sustain economic growth in Cambridgeshire.
Agreement to the proposed route.	The route of the A14 has been subject to public consultation and considerable study and is accepted by the County Council subject to detailed design and delivery of mitigation.
Scheme elements	<p>The County Council agrees in principle to the following elements of the scheme.</p> <ul style="list-style-type: none"> • Widening of the A1 between Alconbury and Brampton • The layout proposed for the A1 and A14 junction adjacent to Brampton • The Huntingdon Southern Bypass • Online widening of the A14 and associated junction modifications between Swavesey and Girton interchange • Online widening of the A14 and associated junction modifications between Histon and Milton junctions • Demolition of the Huntingdon Viaduct and replacement with a junction

4.12 Non-motorised users and rights of way

Description	Matters agreed
Standards of NMU provisions	The County Council agrees in general with the standard of provision for cycle paths. Matters of detail to be resolved at detailed design stage subject to consultation with the County Council. Residual concerns relate to proximity to traffic, and use of solar studs in unlit areas.
Public rights of way diversions	The County Council agrees with the diversions to public rights of way in the vicinity of the scheme including reconnecting routes that were previously severed when the previous A14 scheme was

Description	Matters agreed
	undertaken.
Local Access Road	The County Council agrees with the construction of an NMU route along the Local Access Road linking with PROW that are affected by the scheme.
B1050 cycleway	The County Council agrees with the proposed cycle route on the east side of the B1050, NMU crossing at the B1010/LAR junction, and the proposed NMU bridge. The County Council wishes to construct a second cycleway on the west side of the B1050 to provide connectivity to Longstanton and avoid crossing the Northstowe access road. Highways England has agreed to make land available and to enable connection to the NMU path on the Local Access Road. The County Council will fund and construct the cycleway.

4.13 Traffic and transport

Description	Matters agreed
Traffic forecasting	Highways England has developed a traffic model (CHARM – Cambridge to Huntingdon A14 Road Model) which is based in part on the County Council's CSRM (Cambridge Sub-Regional Model). The County Council agrees that this is an appropriate approach, but there are a number of issues which require resolution (see items under 'Not yet agreed' section below).
Traffic forecasting	Highways England and the County Council have agreed a programme of local impact testing to improve the level of confidence in the forecast traffic changes on the local road network. When this local impact testing is completed, a further statement of common ground will be agreed with Highways England and deposited into Examination, together with any additional written representations that the County Council wishes to make.
Monitoring	Highways England and the County Council will agree a list of locations to be subject to monitoring, and if monitoring shows that there is an unforeseen adverse impact due to the A14, Highways England will fund reasonable mitigation, where appropriate and as agreed between both parties.

5. Matters not yet agreed

5.1 General

- 5.1.1 This section includes matters which have not yet been agreed between Highways England and Cambridgeshire County Council, but which remain under discussion. Unless there is a noted disagreement (“it is not agreed...”), the below tables reflect the key matters in which discussions are ongoing or to be initiated.

5.2 Cultural heritage

Description	Matters not yet agreed
Scope of archaeological works.	The County Council is concerned with the proposed approach for the extensive archaeological investigations necessary in advance of construction, particularly regarding borrow pits, local access roads and other extensive ground works areas that have not already been the subject of prior evaluation. This matter is to be further discussed as part of the preparation of the WSIs which will provide a high-level outline of the methodology for archaeological works.
Cultural heritage legacy	Further discussion is to be held between Highways England and the County Council regarding any community outreach programmes, publications and display materials as part of the mitigation strategy.
Mitigation strategy	The County Council notes that the outline mitigation strategy with regards to cultural heritage presented in the Environmental Statement is too generic for agreement at this stage. A WSI on archaeological mitigation is being prepared in consultation with the County Council to determine how archaeological works will be planned, managed and undertaken.
Non-intrusive survey providing adequate area evaluation	The County Council notes that non-intrusive survey (aerial photograph transcription work for crop and soil marks; UAV (unmanned aerial vehicle) survey data, geophysical survey) and limited trenching undertaken within some areas of the off-line road corridor is not sufficient evaluation for the extensive borrow pit areas. Further discussion will be held between Highways England and the County Council as part of the preparation of the WSIs.
Value and interpretation	Further discussion is to be held on the value and interpretation ascribed to heritage assets, which is in conflict with the County Council's professional judgement. Issues surround the view of the heritage assets as individual entities, instead of forming parts of broader archaeological landscapes.
Mill Common	The County Council notes concern over the non-intrusive archaeological study of Mill Common, as well as the stated character of the archaeological remains in this historic landscape area, as the Council considers that this has limited the understanding of the archaeological significance of the area and has affected the approach to the excavation of the impact areas. This matter is to be further discussed as part of the preparation of the WSIs.

5.3 De-trunking

Description	Matters not yet agreed
Acceptance of de-trunking	The County Council is unable to agree to adoption of de-trunked elements until such time as asset condition has been established, a legal agreement signed and an outline scope of renewal works has been agreed.
Abnormal maintenance	The County Council requires a minimum period after handover without abnormal maintenance. This matter is being discussed as part of the legal agreement between the County Council and Highways England.
Condition shortfall	It is anticipated that the legal agreement would ensure that the de-trunked road is brought up to a suitable standard for the County Council. Highways England is to agree on the process of managing potential shortfalls in condition arising from unpredictable occurrences. It has been suggested that any significant shortfalls could be managed by maintenance contributions.

5.4 Drainage and flooding

Description	Matters not yet agreed
Mitigation of existing flooding	As well as the mitigation measures required to manage impact of the scheme on flood risk, the County Council would like Highways England to consider alleviation measures for pre-existing flooding issues in Brampton, Bar Hill, Girton and Histon. Highways England intends to consider during detailed design potential alleviation measures for pre-existing flooding issues, the details of which remain under discussion.

5.5 Highways design

Description	Matters not yet agreed
Integration with Northstowe	Discussion are ongoing regarding design capacity of Bar Hill junction in relation to the development of Northstowe Phase 3. CCC requires assurance that there is adequate land and width of earthworks at the Bar Hill/A14 junction and along the B1050 to accommodate Phase 3.
Departures from standards - Oakington/Dry Drayton junction layout	The link from the A14 overbridge to the junction of Dry Drayton Road with the Local Access Road is not to current standard. The insertion of the roundabout in combination with reduced stopping sight distance makes a departure from standards not acceptable. The County Council would be supportive of relocation of the roundabout which seems to be feasible within the red line. A revised alignment is being proposed by Highways England to remove the substandard approach, to be further discussed with the County Council during detailed design.
Drainage outfall, Huntingdon Station	The outfall of drainage from the single carriageway link between Mill Common and Brampton Road places attenuation storage under the station car park. Without a legal agreement with Network rail and/or the relevant Train Operating Company granting rights to access for inspection and maintenance and an easement this is not acceptable to the County Council. Highways England is discussing the matter with Network Rail as part of their SoCG and has stated that these rights for the County Council are required.

5.6 Minerals and waste

Description	Matters not yet agreed
Compliance with policy	The County Council has noted concern in relation to the National Planning Policy Framework (NPPF) and associated Mineral Planning Practice Guidance, in particular with regards to the policy requirements of the Cambridgeshire and Peterborough Minerals and Waste Core Strategy and the Site Specific Proposals Plan Document. Further discussions will be held between the County Council and Highways England to clarify matters of phasing and operation in regards to policy compliance.
Requirements on Secretary of State	The County Council notes that there is no Requirement in the draft DCO Schedule 2 Part 1 for the Secretary of State to consult with the County Council over detailed design regarding borrow pits. This will be a matter for further discussion between the County Council and Highways England.
Ecological mitigation	The County Council has noted concern over mitigation of ecological impacts of the road scheme, through the restoration and aftercare of borrow pits. Further discussions will be held between the County Council and Highways England regarding borrow pit operation, restoration and aftercare.
Noise mitigation	The County Council considers that noise impacts of borrow pit sites should be assessed using methods and criteria for mineral workings. Further discussions will be held between the County Council and Highways England regarding borrow pit operation, restoration and aftercare.
Proximity to residential properties	The County Council considers that the soil storage areas on borrow pits 1 and 2 are too close to residential properties, and should be relocated or additional mitigation provided. Further discussions will be held between the County Council and Highways England regarding borrow pit operation, restoration and aftercare.
Archaeological investigation	A fully detailed assessment of potential archaeological interest has not yet been carried out. Further discussions will be held between the County Council and Highways England as part of the preparation of the WSIs.

5.7 Natural environment

Description	Matters not yet agreed
Consultation with the County Council On ecological matters (ecological mitigation scheme).	The County Council has noted that the DCO Schedule 2 Part 1 Requirement 4 does not secure consultation with the County Council, only with Natural England. Discussions between the County Council and Highways England on this matter are ongoing.
Scope of ecology assessment	<p>The County Council has noted concern over the assessment of locally important species (Palmate Newt) and County Wildlife Sites (Buckden Gravel Pits and Fenstanton Lakes) in relation to ecological and hydrological impacts.</p> <p>The County Council is concerned with a lack of longer-term management of the borrow pits such that some parts of the borrow pits are included within the Ecological Mitigation Areas.</p>

Description	Matters not yet agreed
	Further discussions are to be held between the County Council and Highways England regarding ecological assessment and mitigation.

5.8 Non-motorised users and rights of way

Description	Matters not yet agreed
Upgrading of footpaths 4 and 5 Girton	Public Footpaths Girton 4 and 5 were agreed at the meeting on 13 May 2014 to be upgraded to bridleway by the County Council as they are outside the boundary of the scheme. This can only be achieved however if Highways England meets the County Council costs in so doing. Highways England have not yet agreed to meet these costs.
Provision for NMU on Brampton Road after A14 viaduct removed.	As part of removal of Huntingdon viaduct, Brampton Road will be returned to its original state, however this means narrowing footways. The County Council requires confirmation that footway widths are adequate for post opening demand and shared use on a key desire line to the Station. If not adequate then the County Council requires consideration of a separate footbridge. This matter will be further discussed during detailed design.
Legal instruments	The County Council considers that the legal instruments by which the NMU routes will be legally established (the DCO) are not entirely sufficient – please see the County Council's written representations for details. Further discussions are to be held between the County Council and Highways England regarding the provision of the DCO relating to NMU, PROW and access.
Draft DCO	The County Councils considers that no details of widths or NMU routes and PROW have been included in the relevant Schedules to the draft DCO. While the details are being agreed to in principle through the development of a set of reports detailing highways specifications, the County Council wishes to see these appropriately reflected in the draft DCO.
DCO plans	The County Council notes that the DCO plans need to distinguish the different status of each route and the legal means of rights creation, so that it is clear between general highway rights and public rights of way. Further discussions are to be held between the County Council and Highways England regarding NMU, PROW and access.
New public right of way at RAF Brampton	The County Council has requested a public footpath link within the Borrow Pit No. 2 site between Brampton Public Footpath 3 (adjacent to RAF Brampton) and Grafham Road in preparation for when RAF Brampton is redeveloped as housing. Highways England is assessing the options and is in discussions with the landowner concerned in this area to discuss the feasibility of the addition of a footpath.
Permissive path at Conington	An agreement is yet to be drafted with regards to a permissive path at Conington. The matter is to be further discussed between Highways England and the County Council.

5.9 Traffic and transport

Description	Matters not yet agreed
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Description	Matters not yet agreed
Transport assessment	The County Council does not consider the Transport Assessment to give adequate weight to the assessment of impacts of flow changes on the local road network. Further discussions on transport impacts on local roads are ongoing between Highways England and the County Council.
Adequacy of traffic model and forecasts	Until local impact testing has been completed the County Council does not consider that the traffic model can be fully relied upon for forecasting flow changes on local roads.
CHARM3A	CHARM3A was provided to the County Council on 5 May 2015 and the County Council reserves further comment on traffic modelling until examination of CHARM3A and Local Impact Testing has been completed.
Northstowe Phase 2 traffic forecasts	The County Council notes that Highways England's traffic forecasts for Northstowe Phase 2 should be aligned with those of the Homes and Communities Agency (HCA).
Impact assessment of local roads	The County Council considers that the Transport Assessment does not present an adequate assessment of impacts on traffic changes on local roads, and does not contain sufficient detail on local road impacts. Further discussions on transport impacts on local roads are ongoing between Highways England and the County Council.

6. Detailed design requirements

6.1.1 Highways England will continue to consult with the County Council on the following:

- detailed design of local roads and rights of way
- de-trunking of the A14
- renewal to the de-trunked sections of the A14
- the Handover Plan for the de-trunked sections
- archaeological mitigation
- ecological mitigation
- borrow pits implementation and restoration
- works affecting watercourses for which CCC is responsible
- management of traffic on local roads during construction
- development of the code of construction practice

and adopt the reasonable comments of the County Council.

7. List of relevant documents and drawings

7.1.1 The following is a list of documents and drawings upon which this Statement of Common Ground is based.

7.2 Traffic and transport

- Transport Assessment by Highways England
- Local Model Validation Report
- Traffic Forecasting Report
- Data Collection Report

7.3 Highways design

Reference	Title	Content	Date
	Design for DCO -10 Oct 2014	1:2500 General Arrangement	10 October 2014
Version P01	NMU Context report		27 October 2014
A14-ARP-H0-E2-SK-C-0001	Departure From Standards Section 2	Key Plan	
A14-ARP-H0-E2-SK-C-0002	Departure From Standards Section 2	Mainline 20+000 - 20+400	
A14-ARP-H0-E2-SK-C-0005	Departure From Standards Section 2	Mainline 23+200 - 24+600	

Reference	Title	Content	Date
A14-ARP-H0-E2-SK-C-0009	Departure From Standards Section 2	Robin's Lane compact grade separated junction	
A14-ARP-H0-E2-SK-C-0007	Departure From Standards Section 2	Mainline 26+000 - 27+400	
A14-ARP-H0-E2-SK-C-00010	Departure From Standards Section 2	Bar Hill junction Service Access Rd & Segregated Left Turn Vert.	
A14-ARP-H0-E2-SK-C-0008	Departure From Standards Section 2	Mainline 27+400 - 28+745	
A14-ARP-H0-E2-SK-C-0011	Departure From Standards Section 2	Dry Drayton Road	
Departure from Standards	B1043 Offord Road		
Departure from standards	A1198 Southern Roundabout		
Departure from standards	B1040 Potton Road		
A14-ARP-H0-E2-SK-C-0009	Departure From Standards Section 2	Swavesey Junction Dumb-Bell Link Road	
	Design Input Statement Drainage		27 March 2015
A14-JAC-S0-TN-C-00003	Huntingdon Improvements at Mill Common / pathfinder junction	Illustrative urban design option layout	16 February 2015
Technical note A14-JAC-S0-HT-TN-C-00004_Views Common RBT_Comb			

7.4 Drainage and flooding

Reference	Title	Content	Date
OWC-PRE-80	140715 SCDC Award Drains affected by A14	SCDC Award Drains affected by A14	11 September 2014
OWC-PRE-80	140718 Hunts Award map1	Hunts Award map1	11 September 2014
OWC-PRE-80	140718 Hunts Award map2	Hunts Award map2	11 September 2014
OWC-PRE-80	Ordinary Watercourse Land Drainage Consent Application Form	OWC Application Form	5 November 2014

Reference	Title	Content	Date
OWC-PRE-80	Ordinary Watercourse Land Drainage Consent Application Guidance	OWC Application Guidance	5 November 2014
OWC-PRE-80	Cambridgeshire's Culvert Policy	The County Council Culvert Policy	5 November 2014

7.5 Minerals and waste

Reference	Title	Content	Date
A14-JAC-ZZ-XX-RP-V-00071	Draft ES, including road drawings and appendix 3.3	Borrow Pit Proposals	November 2014

7.6 Cultural heritage

Reference	Title	Content	Date
A14-JAC-ZZ-XX-RP-V-00049	Draft ES Vol 1 CH 9 (Assessment of potential impacts)	Cultural Heritage	November 2014
A14-JAC-ZZ-XX-RP-V-00047	Draft ES Vol 3: Technical Appendices Appendix 9.1	Cultural Heritage A14 Cultural Heritage Gazetteer	November 2014
A14-JAC-ZZ-XX-RP-V-00048	Draft ES Vol 3: Technical Appendices Appendix 9.2	Cultural Heritage Archaeology and built heritage baseline list	November 2014
A14-JAC-ZZ-XX-RP-V-00048	Draft ES: Technical Appendices	Appendix 9.3 Cultural Heritage desk based study	November 2014
All other pertinent chapters	Draft ES		November 2014
6.1 Environmental Statement (ES)	ES DCO application	Cultural Heritage Chap 9	January 2015
6.2 ES Figures	ES DCO application	Location of archaeological remains and historical buildings Historic Landscape Characterisation Heritage Desk-Based Study Photos	January 2015
6.3 Appendices	ES DCO application	Heritage Annex I - J (10 folders of non-intrusive and intrusive surveys, including the 2009 reports for the	January 2015

Reference	Title	Content	Date
		former A14 scheme) Cultural Heritage Gazetteer Archaeology & built heritage baseline list Cultural Heritage desk-based study Archaeological fieldwork reports (2014)	

7.7 Public rights of way and NMU

Reference	Title	Content	Date
	Draft General Arrangement Plans	Details of PROW proposals	19 August 2014
	RoW & Access Plans	See title	30 September 2014
	De-trunking Plans	See title	30 September 2014
	Environmental Statement	See title	13 October 2014
	NMU Context Report	See title	27 October 2014
	Design for DCO	See title	10 October 2014
	RoW & Access Plans	See title	5 December 2014
	RoW & Access Plans forming part of DCO submission	See title	6 January 2015
	General Arrangement Plans forming part of DCO submission	Includes additional detail of PROW proposals	6 January 2015

7.8 Highways assets

Reference	Title	Content	Date
	De-trunking plans	Plans showing proposed transfer of existing trunk road to the County Council	30 September 2014
	RoW & Access Plans	Detailing proposed permanent changes to the local roads and public	30 September 2014

Reference	Title	Content	Date
		rights of way network	
	Environmental Statement	Detailed how the scheme will affect the local road and public rights of way network and associated communities.	13 October 2014
	Draft Development Consent Order	Order detailing legal mechanisms as to how the scheme will be achieved, and what changes it will make to the local road and PROW network	30 October 2014
	RoW & Access Plans	Detailing proposed permanent changes to the local roads and public rights of way network	5 December 2014
	RoW & Access Plans, Land Plans, De-Trunking Plans, Crown Land Plans, Special Category Plans, Classification of Roads Plans forming part of DCO submission		6 January 2015
	GIS dwg received for all RoW & Access Plans, Land Plans, De-Trunking Plans, Crown Land Plans, Special Category Plans, Classification of Roads Plans forming part of DCO submission	85 dwg files covering all the plans submitted with the DCO	3 February 2015

7.9 Lighting

Reference	Title	Content	Date
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Reference	Title	Content	Date
N/A	Road Lighting Strategy Statement – Version 0.2 November 2014	Describes the road lighting strategy of the submitted package and is provided to inform the Detailed Designer of the work conducted by J2A to-date, approvals obtained, consultations held and the approach that should be taken during detailed design.	17 December 2014
Drawing Number: A14-ACM-ZZ-00-DR-E-13000 Rev P00.1	Proposed Scheme Road Lighting Location Key	Drawing shows proposed extents of highway road lighting at Junctions and interchanges.	21 October 2014

8. Agreement on this SoCG

8.1.1 This Statement of Common Ground has been jointly prepared and agreed by:

Name: _____

Signature: _____

Position: _____

On behalf of: Highways England

Date: _____

Name: Graham Hughes

Signature:



Position: Executive Director: Economy, Transport & Environment

On behalf of: Cambridgeshire County Council

Date: 23.6.15