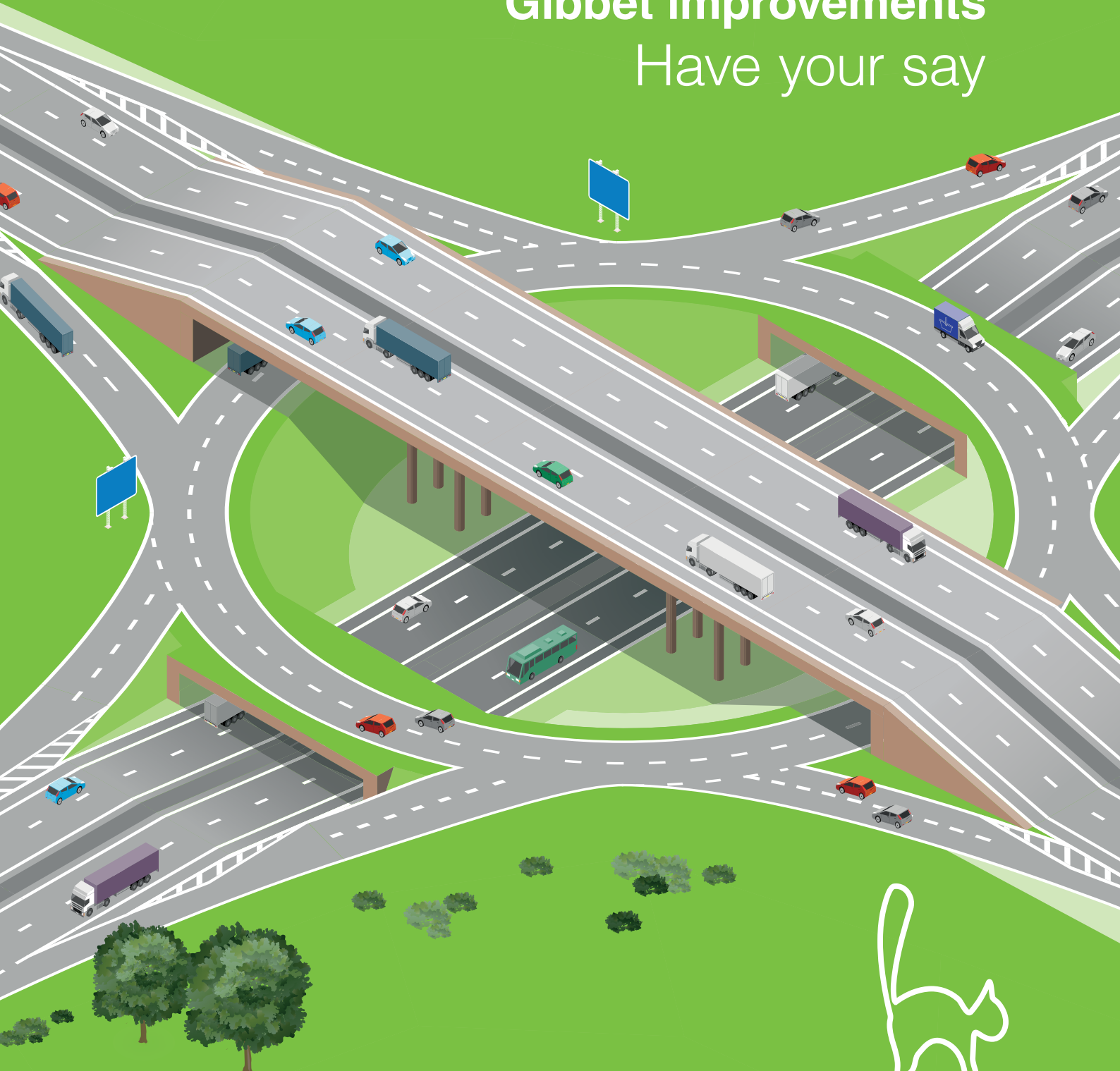


A428

**Black Cat to Caxton
Gibbet improvements**

Have your say



Public consultation June 2019



Foreword



At Highways England, we believe in a connected country and our network enables these connections to happen. The A428 Black Cat to Caxton Gibbet improvements scheme is a critical part of our investment in the East; by reducing congestion in the area, the scheme will transform connections between Milton Keynes and Cambridge.

We'll be improving journeys for the thousands of drivers that face long delays during rush hour on the A421, A1 and A428 at the Black Cat roundabout in Bedfordshire.

A good transport project goes beyond the road you drive on. Quicker, safer and more reliable journeys will bring communities together, create new job opportunities and support long term and sustainable growth.

We understand the potential that this scheme can bring. That's why it's vital that we work with partners such as local authorities and local communities to understand what matters most to the region.

We also recognise that building a scheme of this scale can affect the local community. So making sure that we are a good neighbour to those living and working nearby, during and after construction, is important.



Have your say

See page 78 for ways to respond to this consultation.

Take part in our consultation and submit your response by **23:59 on 28 July 2019.**

And we work with all our customers – drivers, cyclists, pedestrians, local communities and businesses – to ensure they have a voice in determining our priorities.

We'd like to thank all those who have contributed to the development of our proposals so far, whether as part of our previous consultation or through discussion.

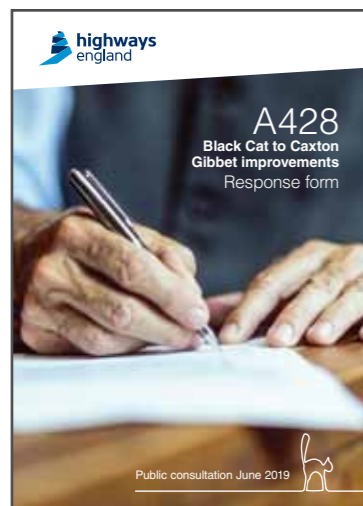
Technology gives us new ways to explore the route and designs of our plans before they are even built. It also offers the chance to bring more young people into the planning process. From modelling the scheme in Minecraft to using augmented reality, we are discovering new ways to share our ideas and engage the engineers of tomorrow.

There are still important details for us to finalise before we submit our Development Consent Order (DCO) application to build the scheme. This consultation is your chance to help shape our final plans, so please take the time to get involved.

Technology gives us new ways to share our ideas and engage.

Lee Galloway
Programme leader

About this booklet



Better connected: cutting congestion, improving safety and bringing communities together

This booklet is about our consultation on proposals for improving the route between the Black Cat roundabout and Caxton Gibbet roundabout, including the construction of a new dual carriageway and a number of new junctions. It is designed to be read alongside our consultation response form, which will help you provide feedback to the consultation.

You can also explore our proposals and view the routes and junctions in the world of Minecraft and in augmented reality by using our A428 app. See page 79 for details.



Have your say

See page 78 for ways to respond to this consultation.

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We believe that connecting people with friends builds communities and that connecting families with places creates memories.



About Highways England

Highways England operates, maintains and improves England's motorways and major A-roads.

Our 4,300 miles of roads sit at the centre of a transport network of local roads, railways, airports and ports. This network joins communities together, links the regions of the UK, and connects our nation to the world. Everything we do is focussed on making our roads safer, meeting our customers' needs and delivering better and more reliable journeys.

We believe that connecting people with friends builds communities, that connecting families with places creates memories, that connecting workers with jobs creates opportunities, and that connecting businesses with markets helps our nation thrive.

The change we're bringing

We are delivering a £15bn public investment in the biggest upgrade to our network in a generation. This scheme, alongside the upgrade to the A14, is one of the many major improvements to our roads in the East of England that will help transform connections and sustain economic growth across the region and beyond.

By the time we have finished, commuters will enjoy better connections to the local and London economies, and business will find it easier to compete with better transport.

Connecting businesses with markets helps our nation thrive. That's just one reason why we are delivering the biggest upgrade to our network in a generation.



What are we consulting on and why?

We are consulting on our proposals to improve journeys between Milton Keynes and Cambridge with a new 10 mile dual carriageway between the Black Cat and Caxton Gibbet roundabouts. We also want your views on a number of new and improved junctions along the route.

Your feedback from our first consultation in 2017 has influenced our designs. We now want your views on more detailed areas, such as our plans to support walkers, cyclists and horse riders and how we are protecting the environment.

You can provide feedback on all of our proposals for the scheme, including:

- Detailed alignment of the route
- Junction designs
- Enhanced routes for walkers, cyclists and horse riders
- Plans for environmental mitigation



Find out more

You can find further information on how to feedback your comments on page 78



Your views are important to us and will help shape our designs.

Why?

Because of its size, the A428 Black Cat to Caxton Gibbet improvements scheme is categorised as a Nationally Significant Infrastructure Project. Applications to build schemes like these are submitted to the Planning Inspectorate on behalf of the Secretary of State for Transport, rather than the local planning authorities. If the application is successful, the consent granted is called a Development Consent Order (DCO).

Before an application for a DCO is submitted, the local community and other stakeholders must be formally consulted on our proposals for the scheme and the likely significant environmental effects based on the information available at the time.

After consultation, we will carefully consider all the points raised and take them into account in preparing our application for development consent, which we plan to submit in early 2020.

Our consultation closes at 23:59 on Sunday 28 July.



Find out more

For more information on this planning process, please visit the Planning Inspectorate's website: **[infrastructureplanninginspectorate.gov.uk/applicationprocess/the-process/](https://www.infrastructureplanninginspectorate.gov.uk/applicationprocess/the-process/)**

We'll be cutting journey times by more than a third at peak times.





Why the scheme is needed

The existing A428 near St Neots and Caxton Gibbet in Cambridgeshire is the only remaining stretch of single carriageway between the two key economic hubs of Milton Keynes and Cambridge.

The existing A428 is painfully congested as it cuts through small communities and villages and carries twice the traffic it was designed for. Drivers suffer daily congestion, delays and incidents on their journeys to work and home. The infamous Black Cat roundabout, where the A1 meets the A421, and the A428 near St Neots are a daily source of queues, delays and congestion. Delays are currently in the top 20 percent nationwide.

Quicker, safer and more reliable journeys

A new 10 mile dual carriageway will cut some journeys by more than a third at peak times, making journeys safer and more reliable. Together with new and better junctions, the scheme will save motorists as much as 1.5 hours in a working week as they travel daily between the Black Cat and Caxton Gibbet roundabouts.

A three tier free-flowing junction at Black Cat will allow traffic to move freely north-south and east-west and then travel on a new 70 mph dual carriageway with over twice the existing capacity past St Neots, to the Caxton Gibbet junction where drivers can pick up the existing dual carriageway to Cambridge.

Around 22,000 vehicles travel every day between Cambridge Road and Caxton Gibbet. With housing and employment growth, this number is forecast to grow to 27,000 by 2038.



The economic benefits will be felt as far as Milton Keynes.

Once complete, it will mean drivers can enjoy dual carriageway journeys all the way from Milton Keynes to Cambridge.

Rat running through local villages could become a thing of the past.

Supporting local and regional economic growth

We'll be helping people get to their jobs and homes quicker and more safely, bringing real benefits to the local economy and people's lives in an area which is forecast to see further growth in housing and traffic.

The new dual carriageway will mean better connections into St Neots town centre and train station.

The new dual carriageway will also form part of a key route to the ports of Felixstowe and Harwich, with economic benefits being felt in locations such as Milton Keynes and Cambridge, as shown above.

Helping life in local villages

Today, with few available diversion routes, accidents result in disruption over a wide area. Rat-running on local roads through villages is also a problem as drivers seek alternative routes to avoid the heavy congestion.

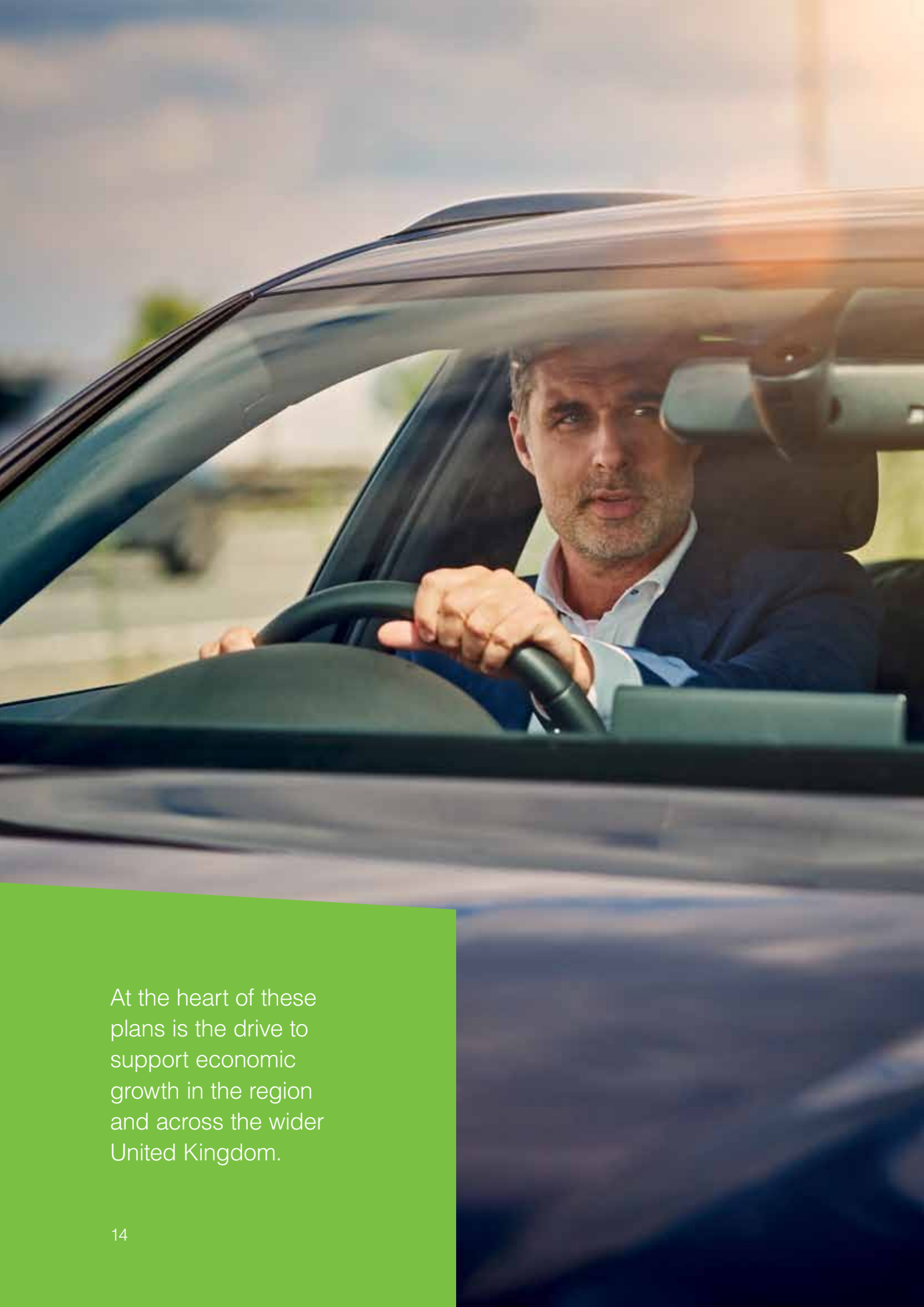
The new dual carriageway will help remove long distance traffic, including lorries, from using these roads when accidents occur. The existing A428 will become part of the local road network, serving the local community. With fewer vehicles travelling on this road – up to 5,000 each day – safety is also expected to improve.

Part of a sustainable and integrated transport approach

The scheme is at the heart of a major investment in infrastructure in the region, including plans to improve east west rail connections between Bedford and Cambridge and the government's ambition to improve road connections between Oxford, Milton Keynes and Cambridge.

These improvements will follow the completion of the A14 Cambridge to Huntingdon scheme, which is creating a major new bypass for Huntingdon and upgrading 21 miles of the A14. The result? A hugely upgraded, more resilient road network that will further boost the economy and journeys between the economic heartland of the region, through to the Midlands and to the east coast ports.

Beyond better journeys, the scheme will deliver environmental improvements to air quality and noise impact and maintain existing levels of biodiversity. Not only motorists, but walkers, cyclists and horse riders will enjoy better and safer connections through investment in paths and bridleways.



At the heart of these plans is the drive to support economic growth in the region and across the wider United Kingdom.

Scheme objectives

Connectivity:

Cut congestion and increase capacity and journey time reliability between Milton Keynes and Cambridge.

Safety:

Improve safety at junctions, side roads and private accesses by reducing traffic flows on the existing A428. Improve safety on the A1 by removing existing side road junctions and private accesses onto the carriageway.

Economic growth:

Enable growth by improving connections between people and jobs and supporting new development projects.

Environmental improvements:

Maintain existing levels of biodiversity and have a beneficial impact on air quality and noise levels in the surrounding area.

Accessibility:

Ensure the safety of cyclists, walkers, horse riders and those who use public transport by improving the routes and connections between communities.

Resilience:

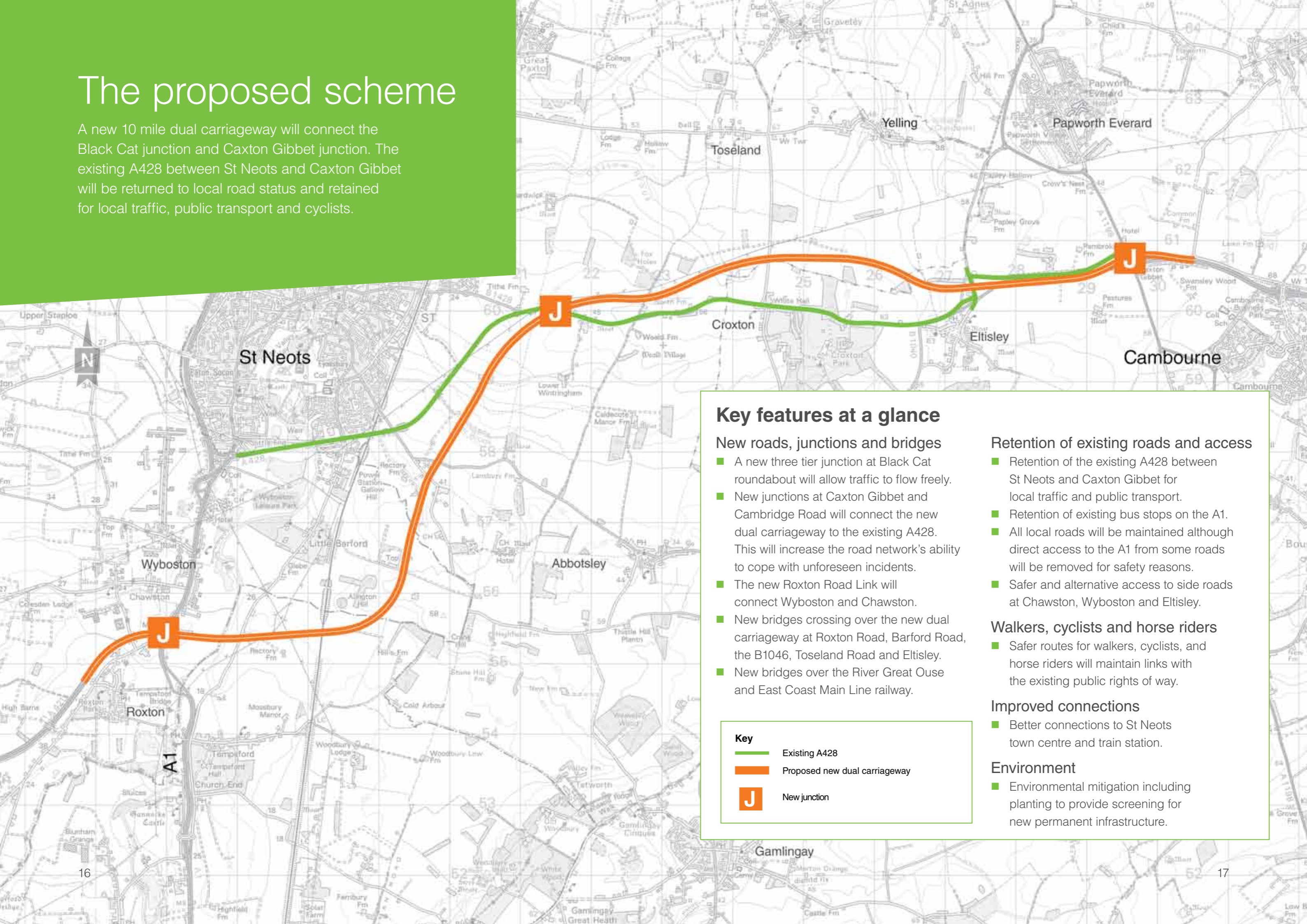
Improve the reliability of the road network so that it can cope better when accidents occur.

Customer satisfaction:

Listen to what is important to our customers to deliver a better road for everyone and improve customer satisfaction.

The proposed scheme

A new 10 mile dual carriageway will connect the Black Cat junction and Caxton Gibbet junction. The existing A428 between St Neots and Caxton Gibbet will be returned to local road status and retained for local traffic, public transport and cyclists.



Key features at a glance

New roads, junctions and bridges

- A new three tier junction at Black Cat roundabout will allow traffic to flow freely.
- New junctions at Caxton Gibbet and Cambridge Road will connect the new dual carriageway to the existing A428. This will increase the road network's ability to cope with unforeseen incidents.
- The new Roxton Road Link will connect Wyboston and Chawston.
- New bridges crossing over the new dual carriageway at Roxton Road, Barford Road, the B1046, Toseland Road and Eltisley.
- New bridges over the River Great Ouse and East Coast Main Line railway.

Retention of existing roads and access

- Retention of the existing A428 between St Neots and Caxton Gibbet for local traffic and public transport.
- Retention of existing bus stops on the A1.
- All local roads will be maintained although direct access to the A1 from some roads will be removed for safety reasons.
- Safer and alternative access to side roads at Chawston, Wyboston and Eltisley.

Walkers, cyclists and horse riders

- Safer routes for walkers, cyclists, and horse riders will maintain links with the existing public rights of way.

Improved connections

- Better connections to St Neots town centre and train station.

Environment

- Environmental mitigation including planting to provide screening for new permanent infrastructure.

Key

- Existing A428
- Proposed new dual carriageway
- J New junction



New dual carriageway

A1

There will be a three tier junction at the Black Cat roundabout. One of the most effective ways to solve congestion, the three tier junction will help traffic flow more freely.

Detailed look at the route

We have developed the scheme following the feedback from our first consultation in 2017. Since announcing the preferred route in February 2019, we have continued to develop the design.

Through this process, the new dual carriageway's alignment has been adjusted to reduce its impact on nearby farms and to better follow the existing natural landscape to reduce the visual impact of the scheme. The existing A428 will be returned to local road status between St Neots and Caxton Gibbet.

The route

The new 10 mile dual carriageway will start just west of the Black Cat junction and end just east of the Caxton Gibbet junction.

There will be a three tier junction at Black Cat and two tier junctions at Cambridge Road and Caxton Gibbet. These type of junctions use two or more levels to direct traffic towards different destinations and help traffic flow more freely.



Have your say

To comment on the route, please answer questions 2a and 2b in the response form.

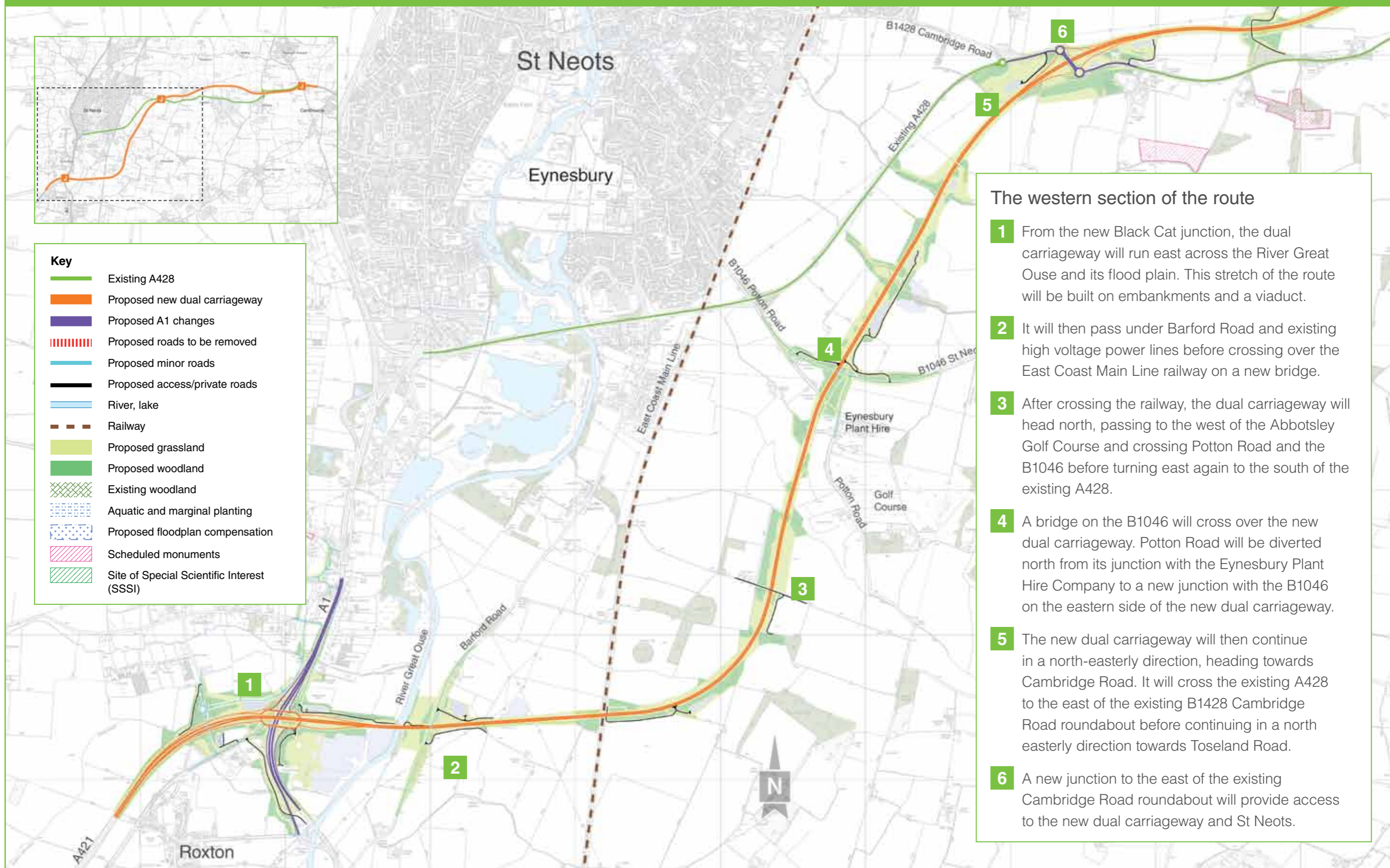


Find out more

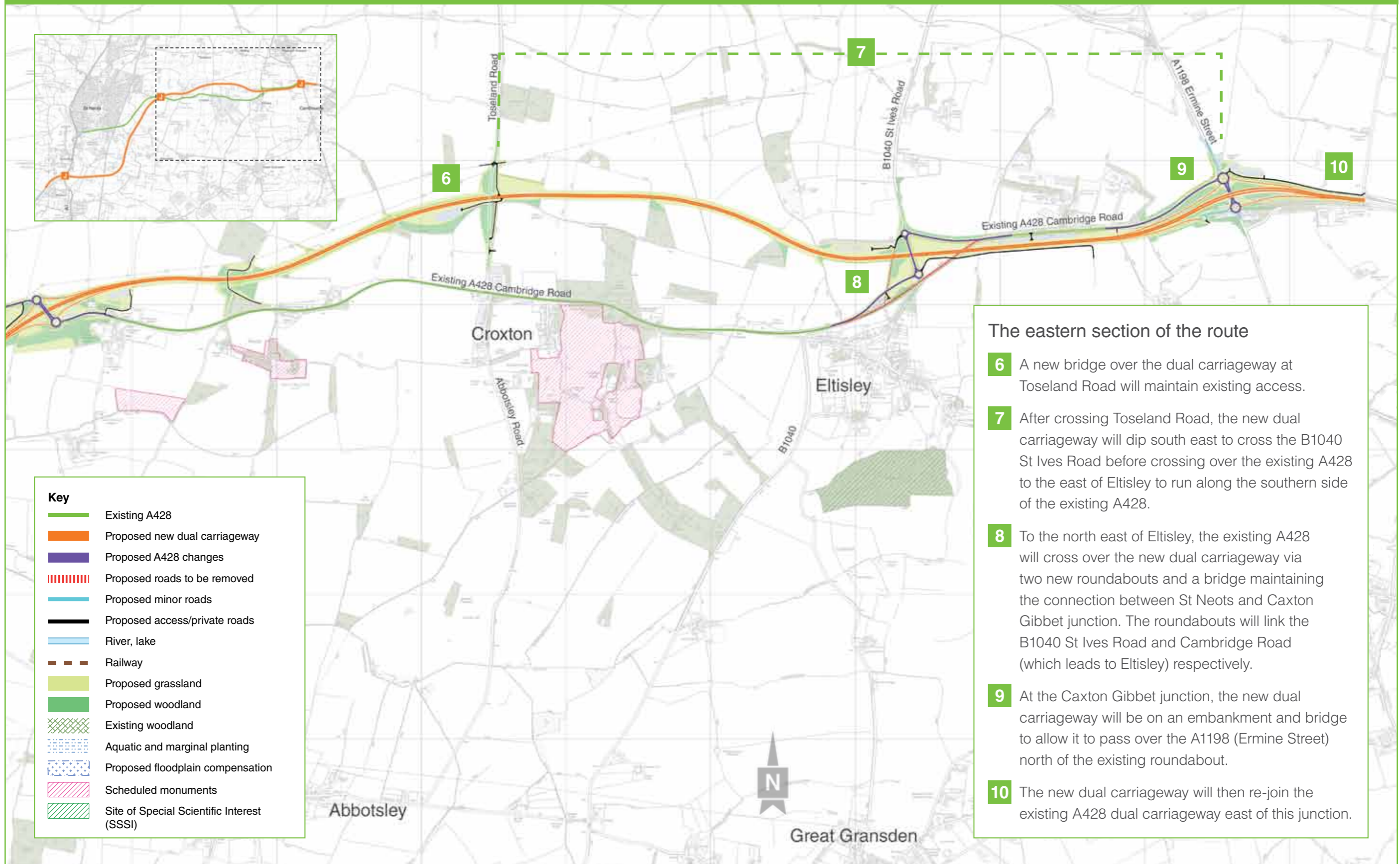
To see the route and how the junctions will operate, watch our fly-through video:

highwaysengland.co.uk/a428

The western section of the route



The eastern section of the route





The Black Cat roundabout today (above) and in the future (right).



Have your say

To comment on the junction, please answer question 2c and 2d on the response form.

Black Cat junction

A new junction at the Black Cat roundabout will mean traffic can flow freely along the A1 and the new dual carriageway. Additionally, a dedicated left-turn lane will be provided between the A421 eastbound and the A1 northbound carriageway. Drivers heading east on the A421 will no longer need to use the Black Cat roundabout to access the A1 northbound.

The new Black Cat junction will have three levels:



Find out more

To see how the junctions will operate, watch our fly-through video:

highwaysengland.co.uk/a428

- The A1 will pass under the new Black Cat roundabout and will be below ground level.
- A new and bigger Black Cat roundabout will be at ground level.
- The new dual carriageway will pass over the Black Cat roundabout and will be above ground level.

Access to Roxton via Bedford Road on the south-west side of the junction will remain the same.

A new and bigger Black Cat roundabout will be at ground level.

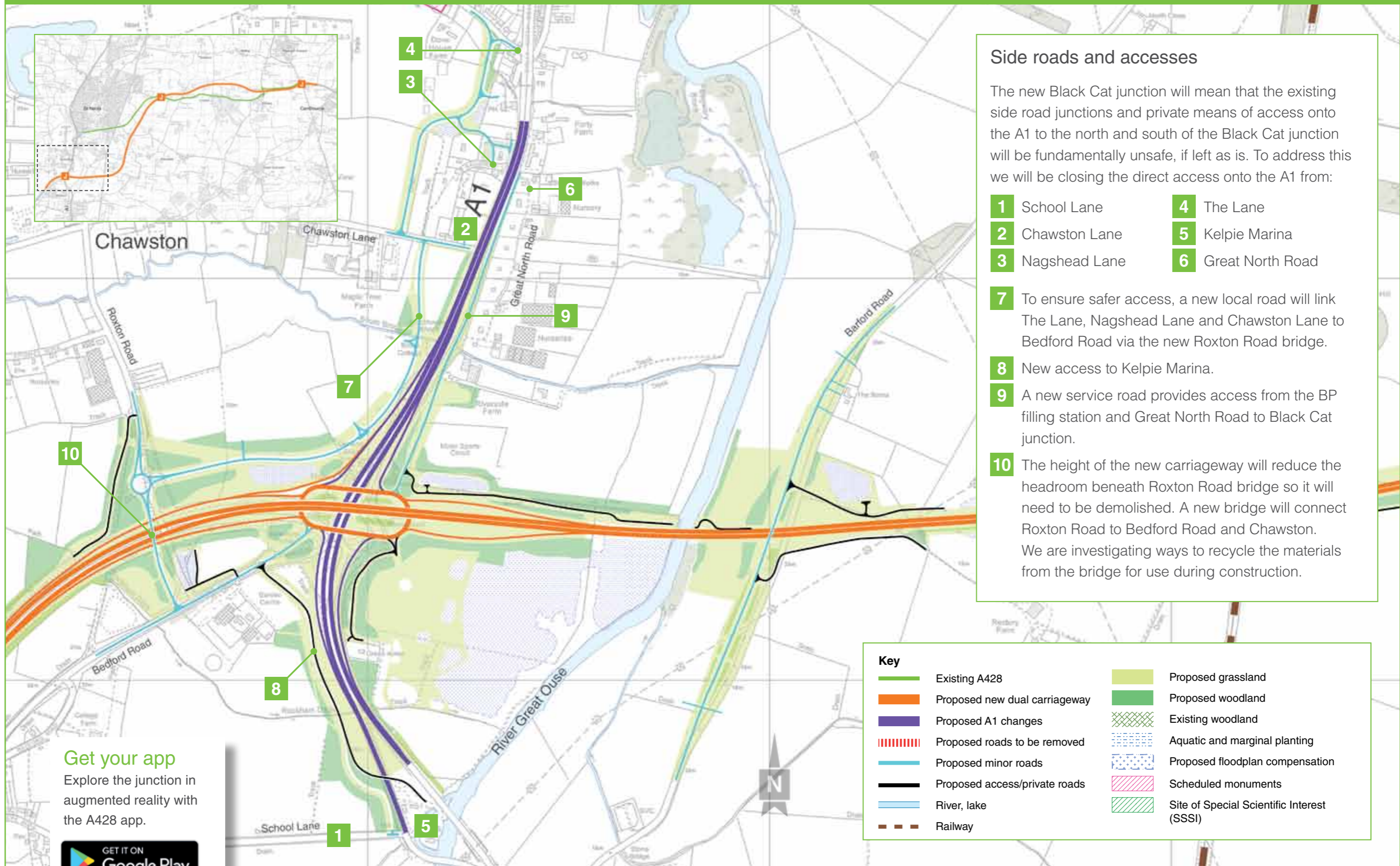
The new dual carriageway will pass over the Black Cat roundabout and will be above ground level.

A421

The A1 will pass under the new Black Cat roundabout and will be below ground level.



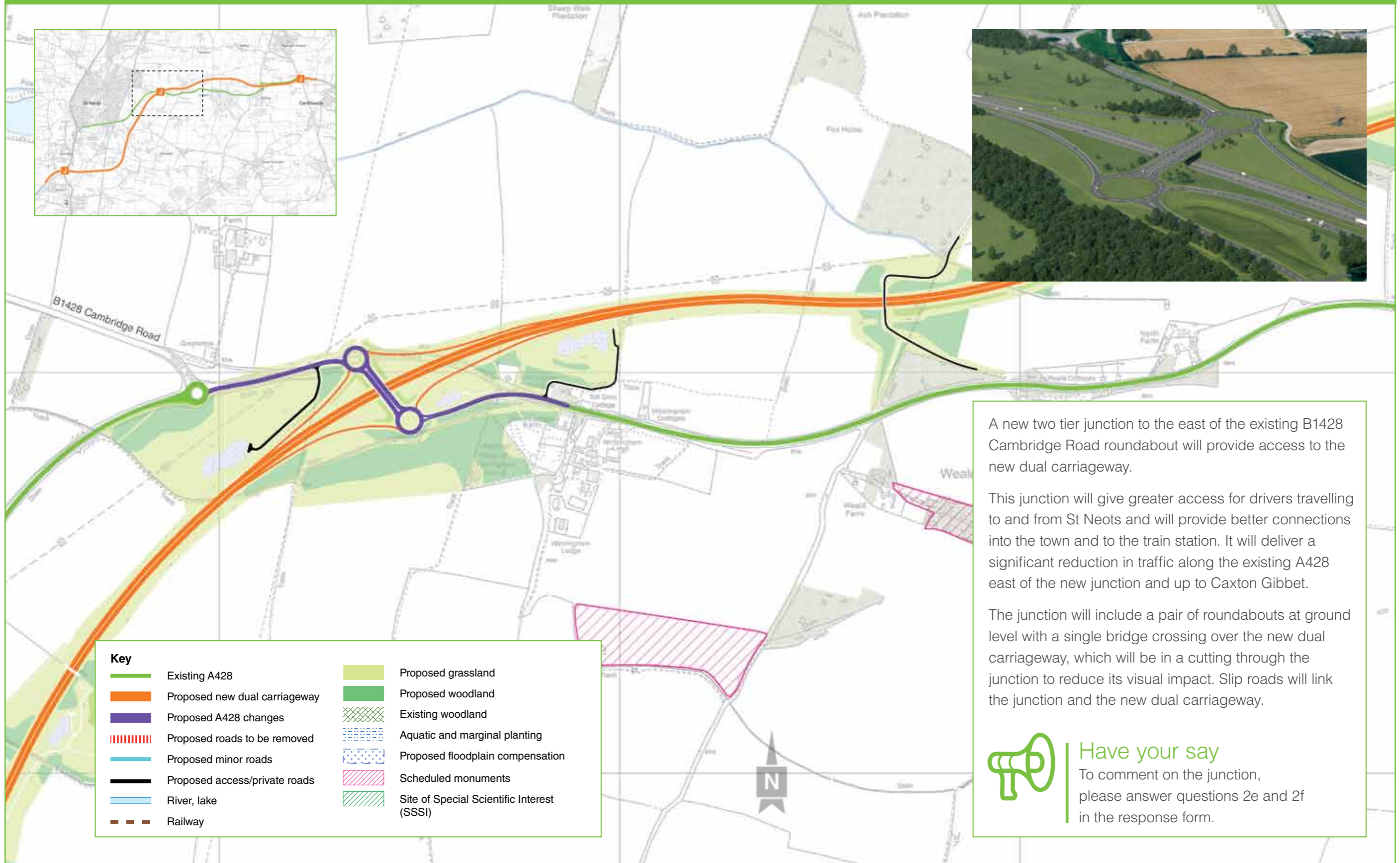
The Black Cat junction: new layout



Get your app
Explore the junction in augmented reality with the A428 app.



Cambridge Road junction: new layout



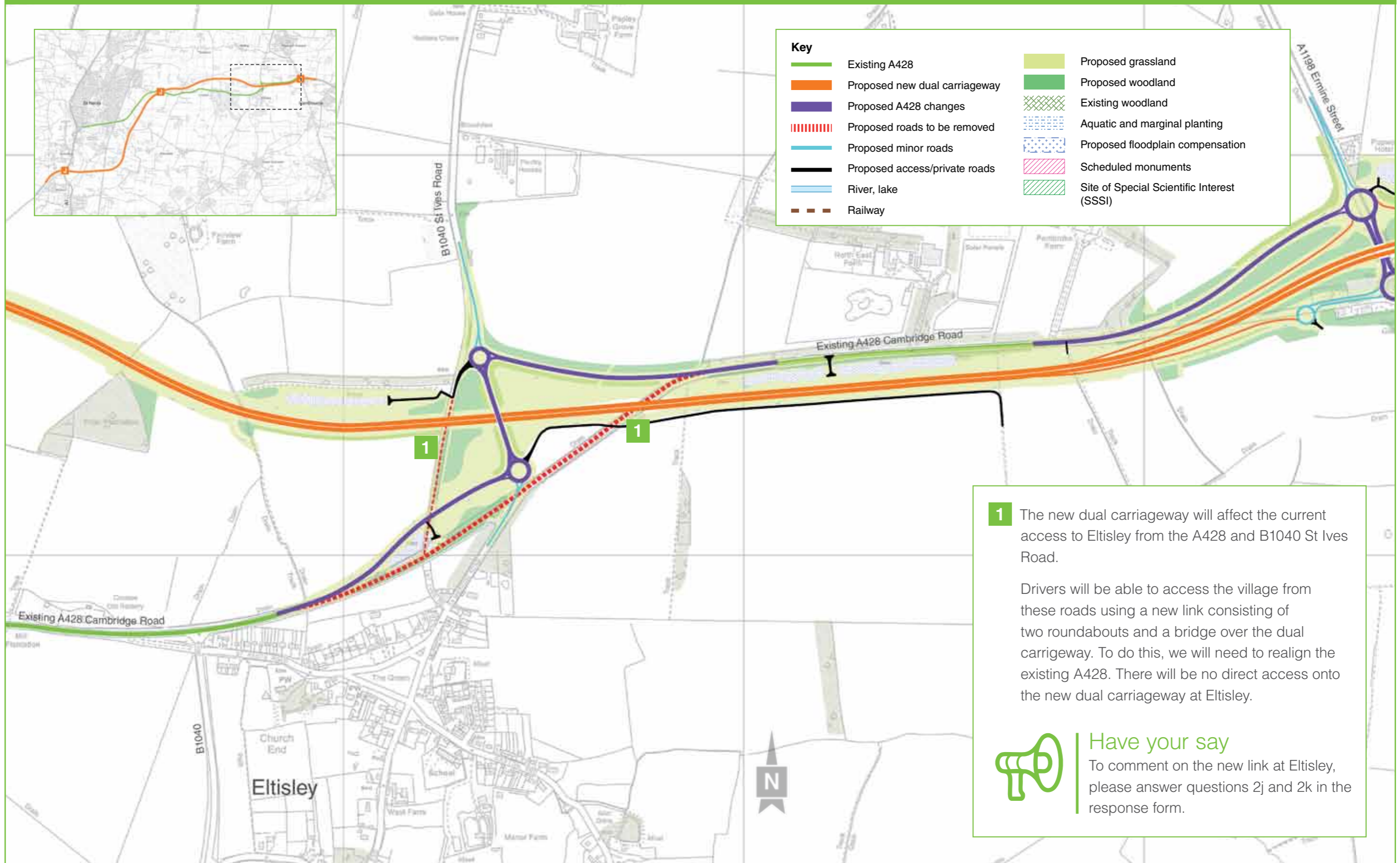
A new two tier junction to the east of the existing B1428 Cambridge Road roundabout will provide access to the new dual carriageway.

This junction will give greater access for drivers travelling to and from St Neots and will provide better connections into the town and to the train station. It will deliver a significant reduction in traffic along the existing A428 east of the new junction and up to Caxton Gibbet.

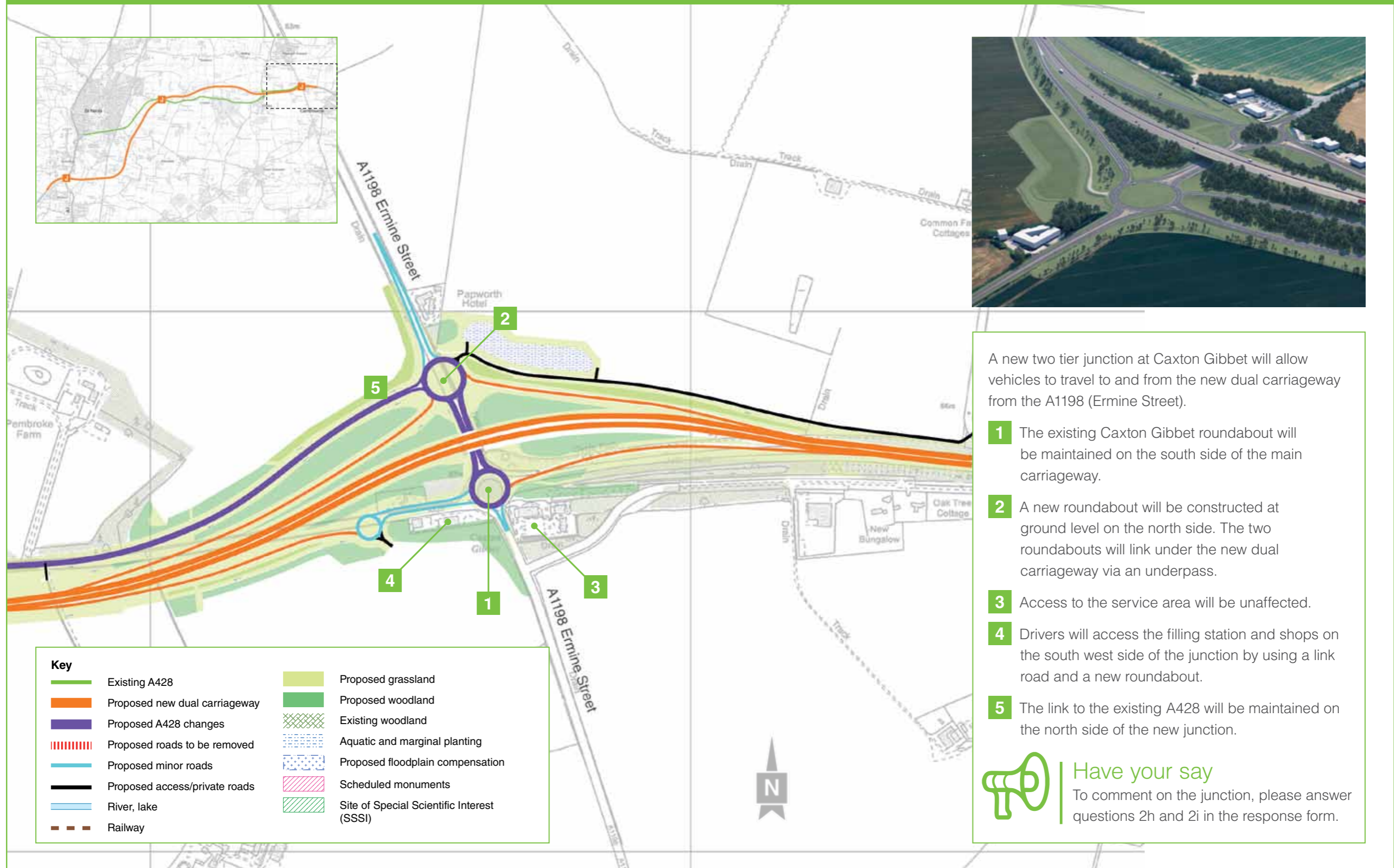
The junction will include a pair of roundabouts at ground level with a single bridge crossing over the new dual carriageway, which will be in a cutting through the junction to reduce its visual impact. Slip roads will link the junction and the new dual carriageway.

Have your say
To comment on the junction, please answer questions 2e and 2f in the response form.

Eltisley: New link




Caxton Gibbet junction: new layout



A new two tier junction at Caxton Gibbet will allow vehicles to travel to and from the new dual carriageway from the A1198 (Ermine Street).

- 1** The existing Caxton Gibbet roundabout will be maintained on the south side of the main carriageway.
- 2** A new roundabout will be constructed at ground level on the north side. The two roundabouts will link under the new dual carriageway via an underpass.
- 3** Access to the service area will be unaffected.
- 4** Drivers will access the filling station and shops on the south west side of the junction by using a link road and a new roundabout.
- 5** The link to the existing A428 will be maintained on the north side of the new junction.

 **Have your say**
To comment on the junction, please answer questions 2h and 2i in the response form.





Walkers, cyclists and horse riders

We have considered the needs of walkers, cyclists, horse riders and people with disabilities in our design.

Our priority is to maintain and improve safety while ensuring that everyone can continue to reach their destinations and it is our aspiration to improve existing access.

Understanding your needs

Our surveys have helped us identify the most frequently used walking, cycling and horse riding routes that may be affected by the scheme. We will work closely with local authorities and community groups, including local cycling clubs, to understand what is most important to the people that use these routes.

We have considered the new Wintringham Park housing development near St Neots to ensure that our scheme integrates with and complements their plans for walkers, cyclists and horse riders.

We're also putting in place new bridges and underpasses so people can safely cross the new dual carriageway, existing A428 and junctions and link to existing public rights of way. For safety reasons, walkers, cyclists and horse riders will not be able to access the new dual carriageway. You can find more details of these changes overleaf.



Did you know?

Walkers, cyclists and horse riders will benefit from safer crossings and better connections to existing paths.



Have your say

To comment on our plans for walkers, cyclists and horse riders, answer questions 4a and 4b in the response form.

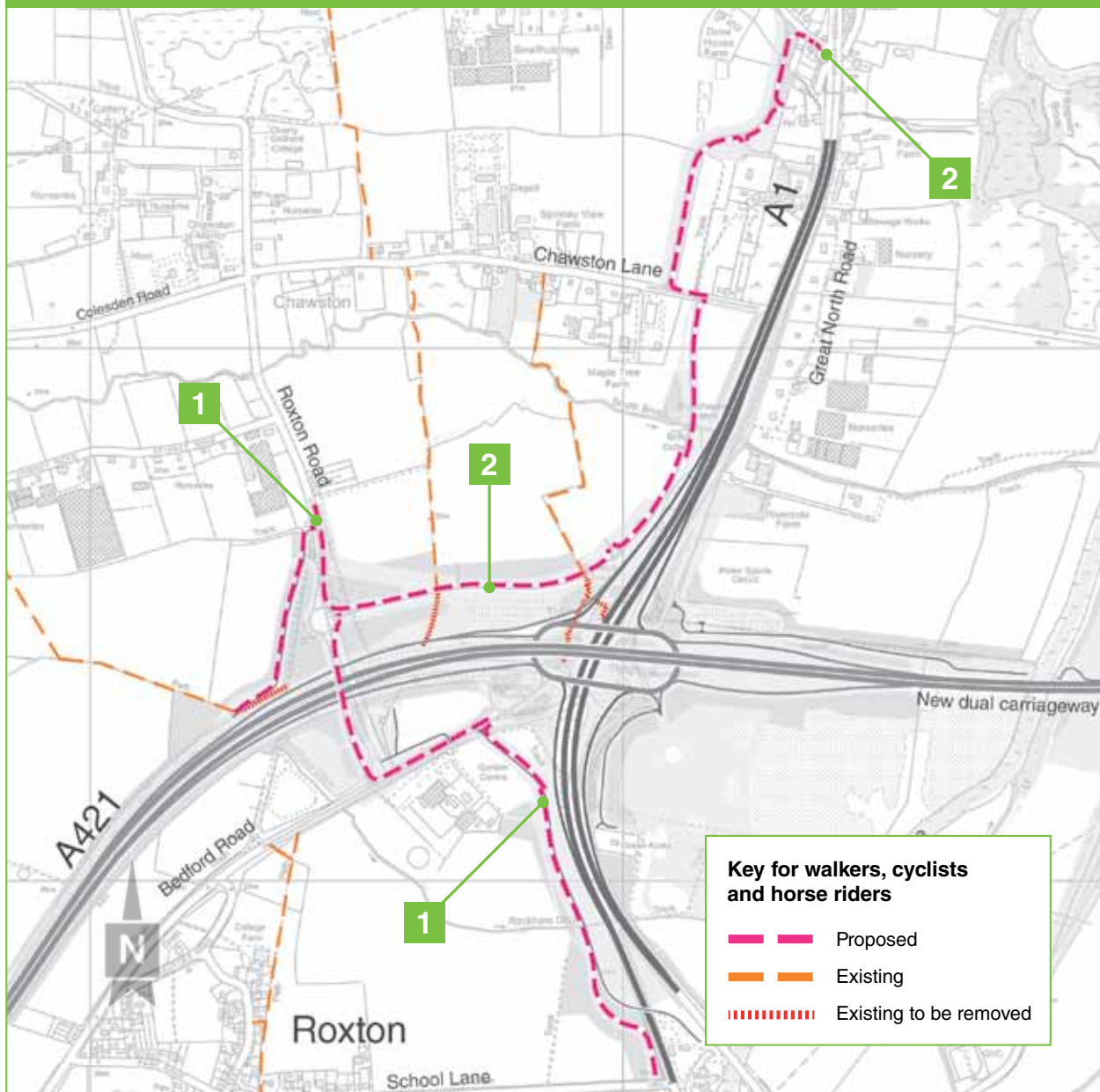
Walkers, cyclists and horse riders: overview



Walkers, cyclists and horse riders will enjoy better and safer connections to existing paths. Here's where we will be making changes and improvements.

- A** Black Cat junction
- B** Wintringham Park development
- C** Cambridge Road junction
- D** Wintringham Park development
- E** Fox Brook bridge
- F** Eltisley link and Pillar Plantation underpass
- G** Caxton Gibbet junction

A | Black Cat junction

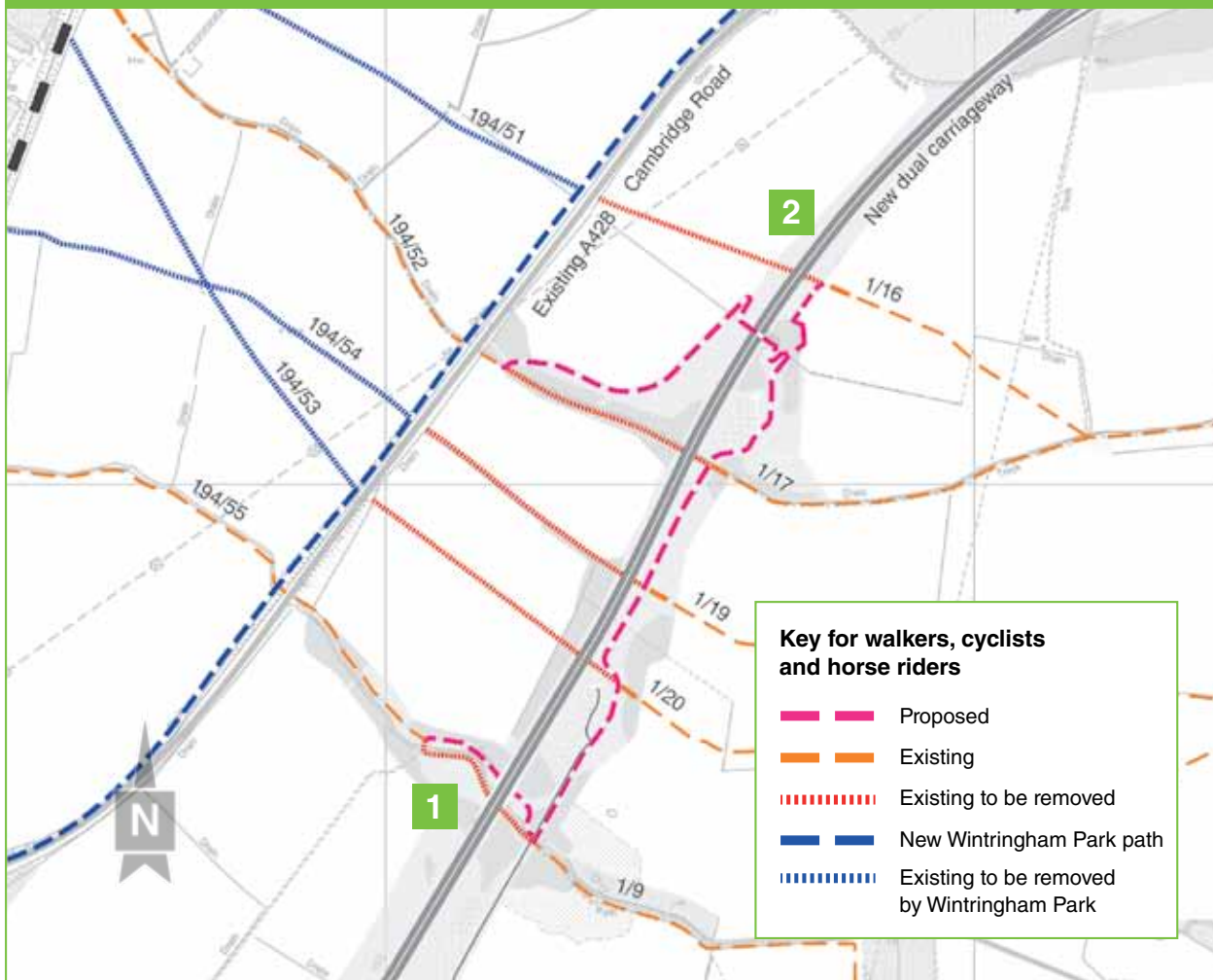


We have maintained existing access via a new route with safer crossings.

1 At Black Cat junction the existing combined cycleway/footway will move to a safer location away from the new junction. This will link School Lane to Bedford Road and Roxton Road, connecting to National Cycle Network Route 12.

2 From Roxton Road, a new route along the link road will connect to Chawston Lane, The Lane and the existing cycleway/footway along the A1 north of Black Cat junction.

B | Wintringham Park development



The Wintringham Park development, a major housing project under construction by Urban&Civic, is reducing the five public footpaths that pass through the site and across the existing A428 down to two.

The development is proposing to close:

- 194/51
- 194/54
- 194/53

We will close sections of the footpaths that these paths link to between the existing A428 and the new dual carriageway:

- 1/16
- 1/19
- 1/20

We will keep footpaths:

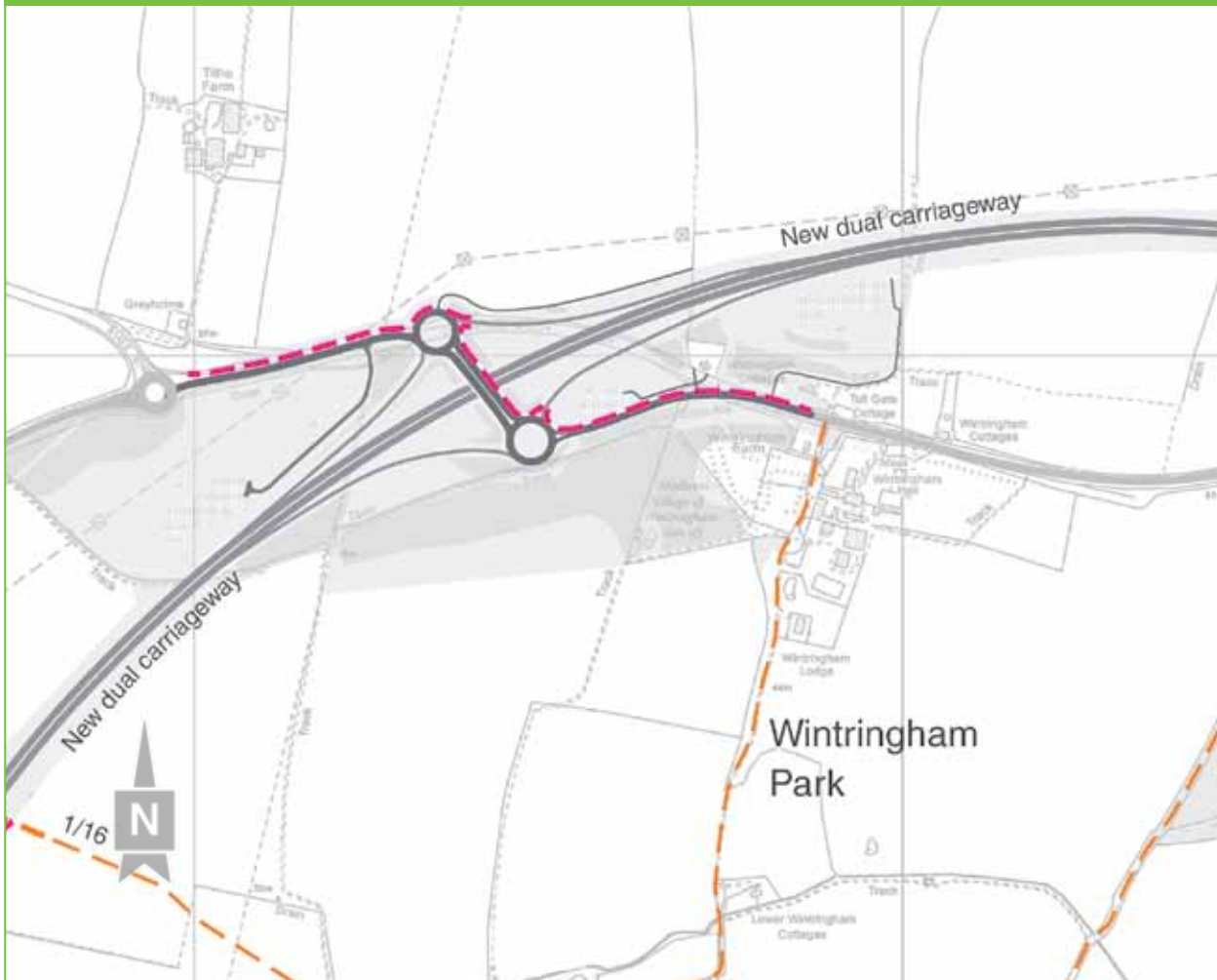
- 194/55 (linking to 1/9)
- 194/52 (linking to 1/17)

Walkers will be able to cross the dual carriageway as follows:

- 1/9 will cross the new dual carriageway via an underpass.
- 1/17 will be realigned and will cross the new dual carriageway via a footbridge.

We will maintain all the public rights of way to the east of the dual carriageway and a new footpath adjacent to the new dual carriageway will link these to the new crossings.

C | Cambridge Road junction



We will provide a new cycleway/footway through the junction with safe crossings for walkers and cyclists.

Key for walkers, cyclists and horse riders




- Proposed
- Existing
- Existing to be removed

D | Fox Brook bridge



People will be able to access bridleway 1/18 via a bridge over the new dual carriageway. The bridge also provides access to the nearby farmland for agricultural vehicles.

Key for walkers, cyclists and horse riders

-  Proposed
-  Existing
-  Existing to be removed

E | Toseland Road bridge



Footpath 59/1 will be diverted. People will cross the dual carriageway using the new Toseland Road bridge. A new route will be created along the south side of the new dual carriageway to connect to the existing footpath to Croxtan.

Key for walkers, cyclists and horse riders

- Proposed
- Existing
- ⋯ Existing to be removed

F | Eltisley link and Pillar Plantation underpass



1 We are maintaining access to bridleway 74/6 via a new route. The bridleway will be diverted under the new dual carriageway via an underpass to the west of its existing route.

2 At Eltisley, we will provide a new combined cycleway/footway at road level and over the new St Ives Road bridge.

Key for walkers, cyclists and horse riders

- Proposed
- Existing
- - - - - Existing to be removed

G | Caxton Gibbet junction



We are creating dedicated, safer access and crossing points for cyclists and pedestrians to cross Caxton Gibbet junction via the A1198 (Ermine Street) route. Cycleway/footway 73/17 will be moved further north of the dual carriageway to maintain access to Brockley Road.

Key for walkers, cyclists and horse riders

- Proposed
- Existing
- Existing to be removed

We'll be cutting congestion and journey times, meaning more time to do the things you love.





What the scheme means for you

This section sets out how our scheme will impact you when it is opened.

You can find more information on how we will minimise the impact on the community and be a good neighbour during construction on page 70.

Quicker and more reliable journeys

We're creating a reliable, high quality route from Black Cat junction to Caxton Gibbet junction that will meet the future traffic needs of the region.

Free-flowing junctions and increased capacity on the new dual carriageway will reduce congestion.

We will cut journey times by more than a third at peak times, saving up to ten minutes each way - and as much as 1.5 hours over a working week. When the new dual carriageway is built, traffic will change in the following ways:

- There will be considerably less traffic, including lorries, on the existing A428, especially between Cambridge Road and Caxton Gibbet.
- There will be less traffic on the A1 between Black Cat junction and Wyboston as those travelling across the region use the new dual carriageway instead of the A1.

We're cutting journey times by more than a third, saving drivers up to ten minutes on their morning commute.



The route will support the success of world class technology and research in the region.

The new dual carriageway will also cut journey times between Milton Keynes and Cambridge.

While those on long distance trips will use the new and quicker dual carriageway, other drivers can take advantage of the existing A428 as a local road to travel between St Neots and the villages of Croxton and Eltisley.

The existing A428 will remain in place to maintain important existing public transport links.

There will be more reliable journey times for residents, commuters and local businesses, with fewer incidents delaying people in reaching their destinations. The existing A428 will remain in place for public transport.

Helping life in local villages

The scheme will improve road safety for communities by reducing dangerous rat-running on local roads and through villages such as Chawston, Wyboston and Little Barford. The new dual carriageway will provide a new and reliable route for long distance traffic, reducing congestion on the existing A428 and removing the temptation for drivers to try and avoid delays by using local roads, which are unsuitable for large volumes of traffic.

Better resilience

The new dual carriageway will improve the ability of the road network to cope with accidents and disruption. This will reduce the number of incidents which shut the road, leading to delays and large volumes of traffic congesting local roads.

Improve travel for walkers, cyclists and horse riders

We will improve the safety of walkers, cyclists and horse riders and those who use public transport by enhancing connections between communities, especially to St Neots, Eltisley and villages along the A428. By reducing traffic on the existing A428, and making dedicated crossings for walkers and cyclists at the new main junctions (Black Cat, Cambridge Road and Caxton Gibbet), we will improve safety.

Enable economic growth

The dual carriageway will help support the future traffic demands of two of the UK's fastest growing places. Cambridge possesses world class biotechnology and research organisations, ranging from small start ups to global leaders. The scale and pace of growth in Milton Keynes, meanwhile, is powered by a dynamic research and professional services market. Both Cambridge and Milton Keynes are front runners in the UK for innovation. Both have enjoyed strong employment growth and are a major focus for job opportunities.

New investment in transport infrastructure such as this scheme will help ensure the continued success of both these places. It will also improve connections into St Neots town and train station. By bringing businesses closer together, we will help increase productivity across the region. The new route will also make it easier for those living locally to travel and take up job opportunities.

In addition, the new dual carriageway, together with the new and greatly improved A14, will also form part of a key route to the ports of Felixstowe and Harwich.

Delivering environmental improvements

The scheme as a whole will improve noise and air quality. Fewer vehicles waiting in traffic queues reduces vehicle emissions, as well as improving air quality for cyclists along the existing A428. We are committed to maintaining existing levels of biodiversity where possible and leaving a positive legacy for nearby communities by providing new landscape planting and wildlife areas.

The new route will help support two of the UK's fastest growing places, improving access to jobs and markets.

A new life for the Black Cat

The Black Cat is a well known and much loved waymarker on the current roundabout. As part of our plans, we'll make sure that this local landmark lives on in our new junction.

Leaving a lasting legacy

Creating a good transport project goes beyond the road you drive on.

Today's best organisations realise they need to engage with communities that they serve and the communities in which they operate.

Wherever you find one of our major road projects, you'll find our team giving back to the community in a meaningful way.

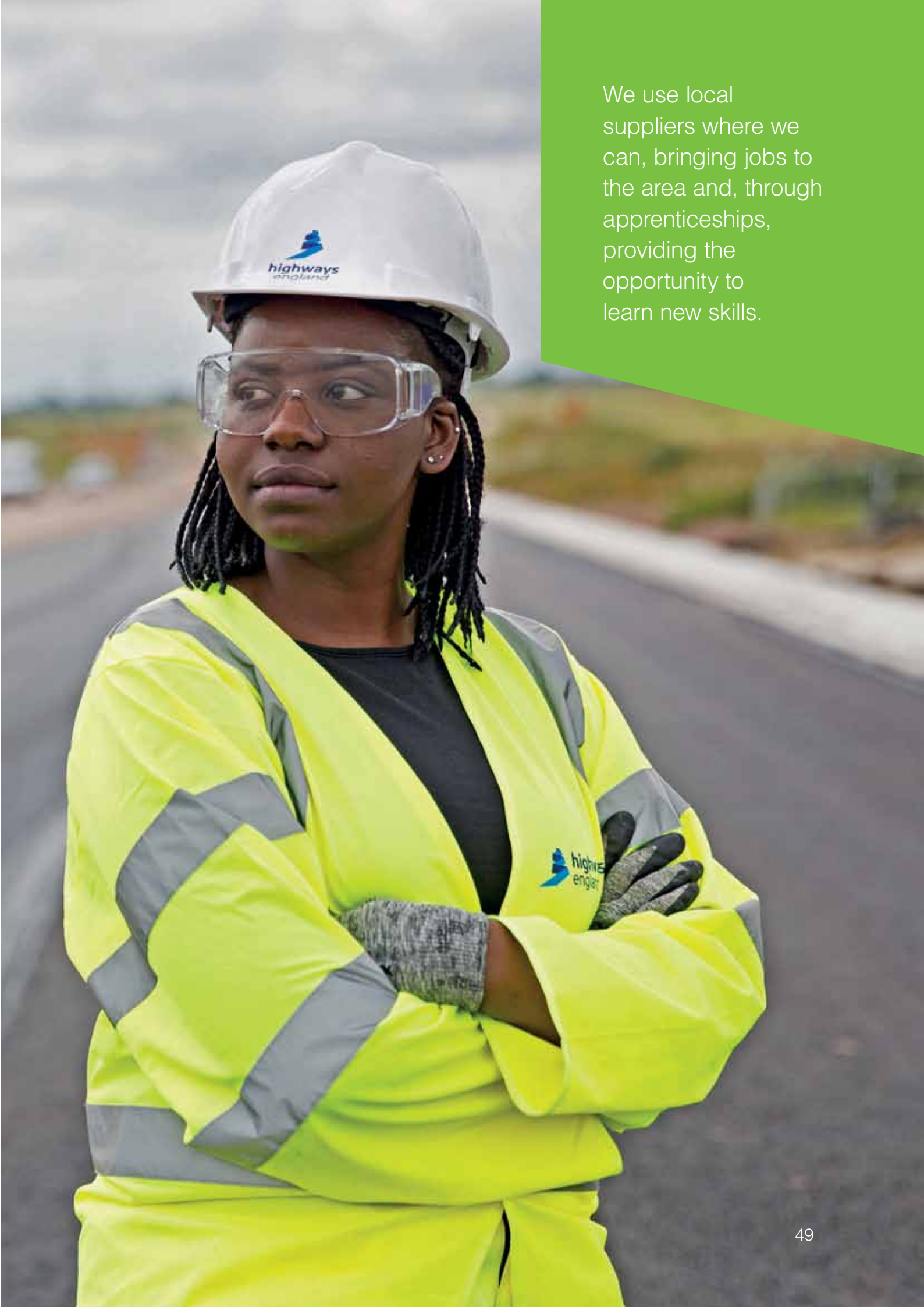
Throughout the country, wherever you find one of our major road projects, you'll find our team giving back to the community in a meaningful way.

This can range from small but cherished local projects, such as a refurbished car park for allotments to education around dangerous driving.

It can also mean bringing our skills and knowledge to the classroom to help students of all ages get the best education in science, technology, engineering and maths.

We use local suppliers where we can, bringing jobs to the area and, through apprenticeships, providing the opportunity to learn new skills.

We will take the same approach for this scheme, listening to the needs of those who live and work in the region to leave a lasting and positive legacy.



We use local suppliers where we can, bringing jobs to the area and, through apprenticeships, providing the opportunity to learn new skills.

Property and landowners

Since the preferred route was announced in February 2019, we have set out a development boundary, pictured on page 52, that outlines the extent of the land we may need to acquire, either for permanent or temporary use, through compulsory purchase powers.

We are seeking to reduce the impact on landowners and will provide all the help and support we can.

We are already talking with landowners and occupiers whose land we believe is affected by the proposals and we will continue to work closely with them. Our dedicated team is working with them to explain the proposals and rights they may have. While significant areas of land are required for the scheme, we are seeking to reduce the impact on landowners. We understand that if you live in the area, you will have concerns about how the scheme may affect you – and we will provide all the help and support we can.

Within this boundary, some of the land along the route of the new dual carriageway will be needed permanently. Other areas may only be needed temporarily, for example for construction compounds, storage sites or land needed to divert utilities including power lines or gas pipes.

When work is complete, any land that is not needed permanently will be returned to its previous use wherever possible.



Find out more

There is more information about the compulsory purchase process and when compensation may be available in the Highways England publications shown below.

For copies, visit our website or contact us using the details at the back of this booklet.

 highwaysengland.co.uk/a428



Your property and blight

Information for property owners within the development boundary



Your property and discretionary purchase

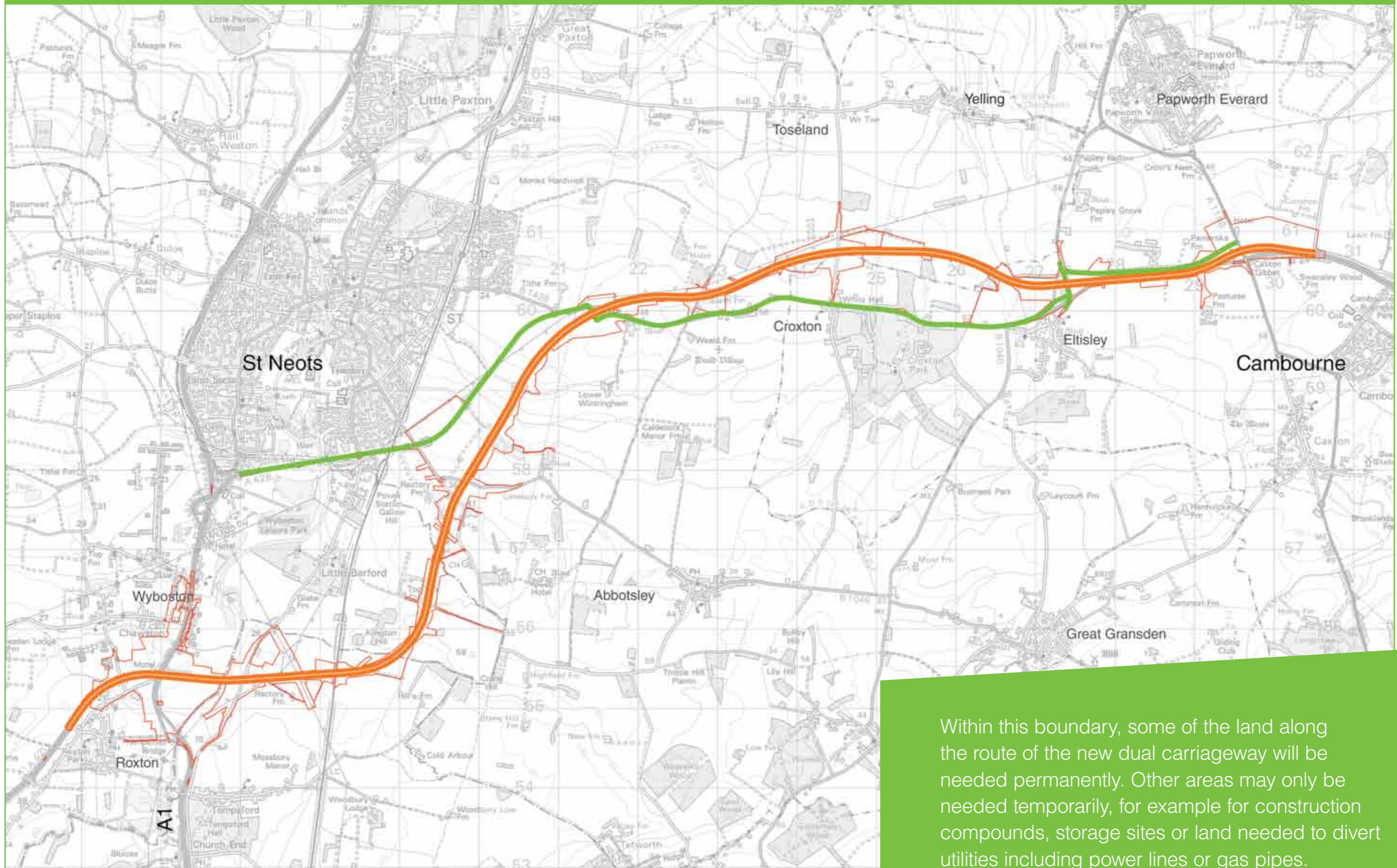
Information for those who live outside the development boundary but may need to sell their property



Your property and compulsory purchase

How compulsory purchase works

Development boundary



Within this boundary, some of the land along the route of the new dual carriageway will be needed permanently. Other areas may only be needed temporarily, for example for construction compounds, storage sites or land needed to divert utilities including power lines or gas pipes.



Impacts on traffic and the environment

Traffic

Understanding how people use our roads helps us design schemes that suit the demands of the community and road users.

We have used traffic surveys and analysed traffic data over a large area covering the roads from Milton Keynes to Cambridge and beyond to create traffic models.

Traffic modelling has continued to inform:

- The design of the scheme, such as the number of lanes and types of junctions required on the new dual carriageway
- Our environmental assessment, including impacts relating to noise and air quality
- Our economic assessment of the scheme's value for money by weighing the costs against the benefits.

To understand how journeys will change as a result of the new dual carriageway, we have compared the volume of traffic on the region's roads now and once the scheme has been open for a number of years. This takes into account predicted housing and economic growth.

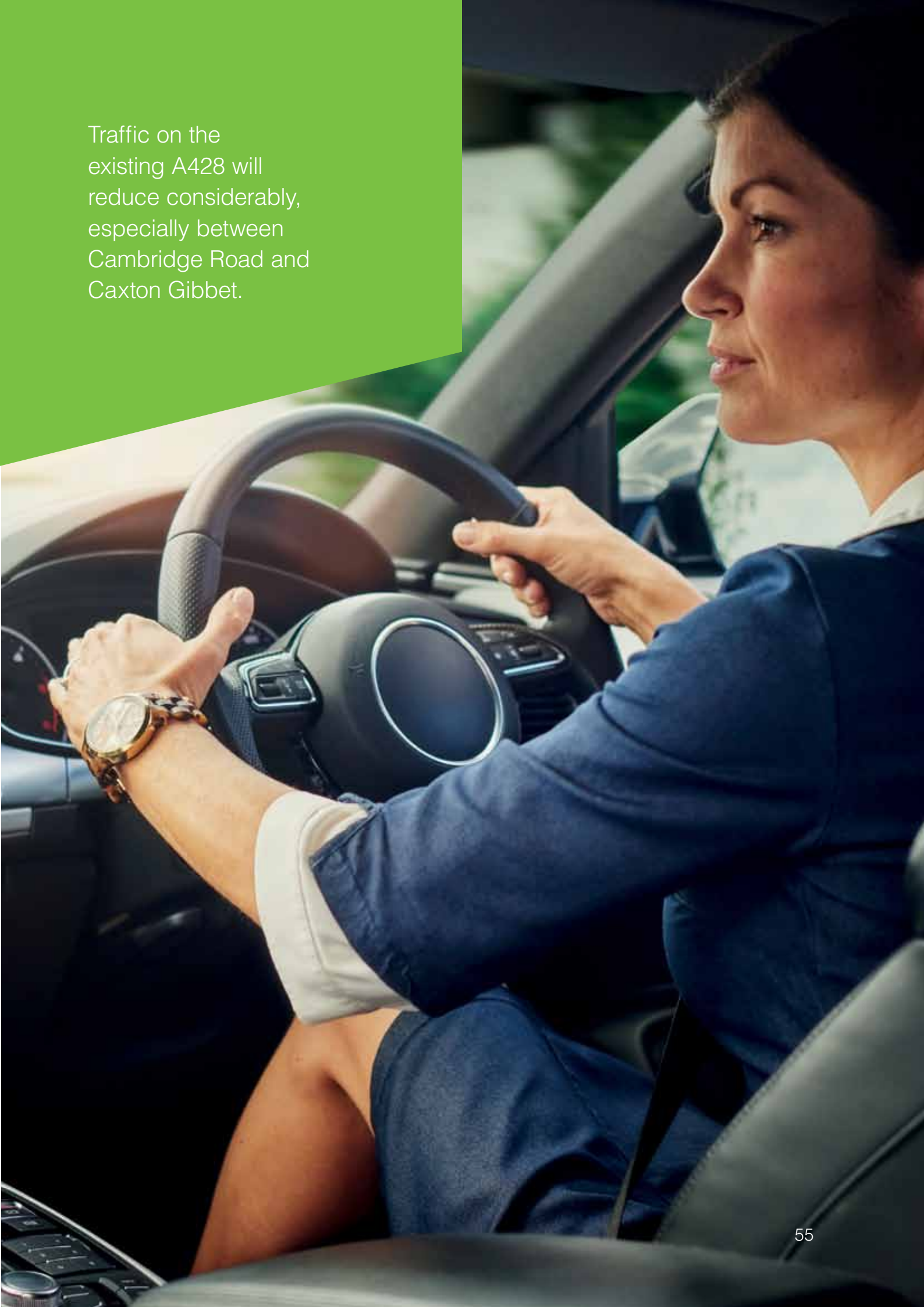
Using our traffic model, we have also explored what traffic will be like if there were no improvements to the network.

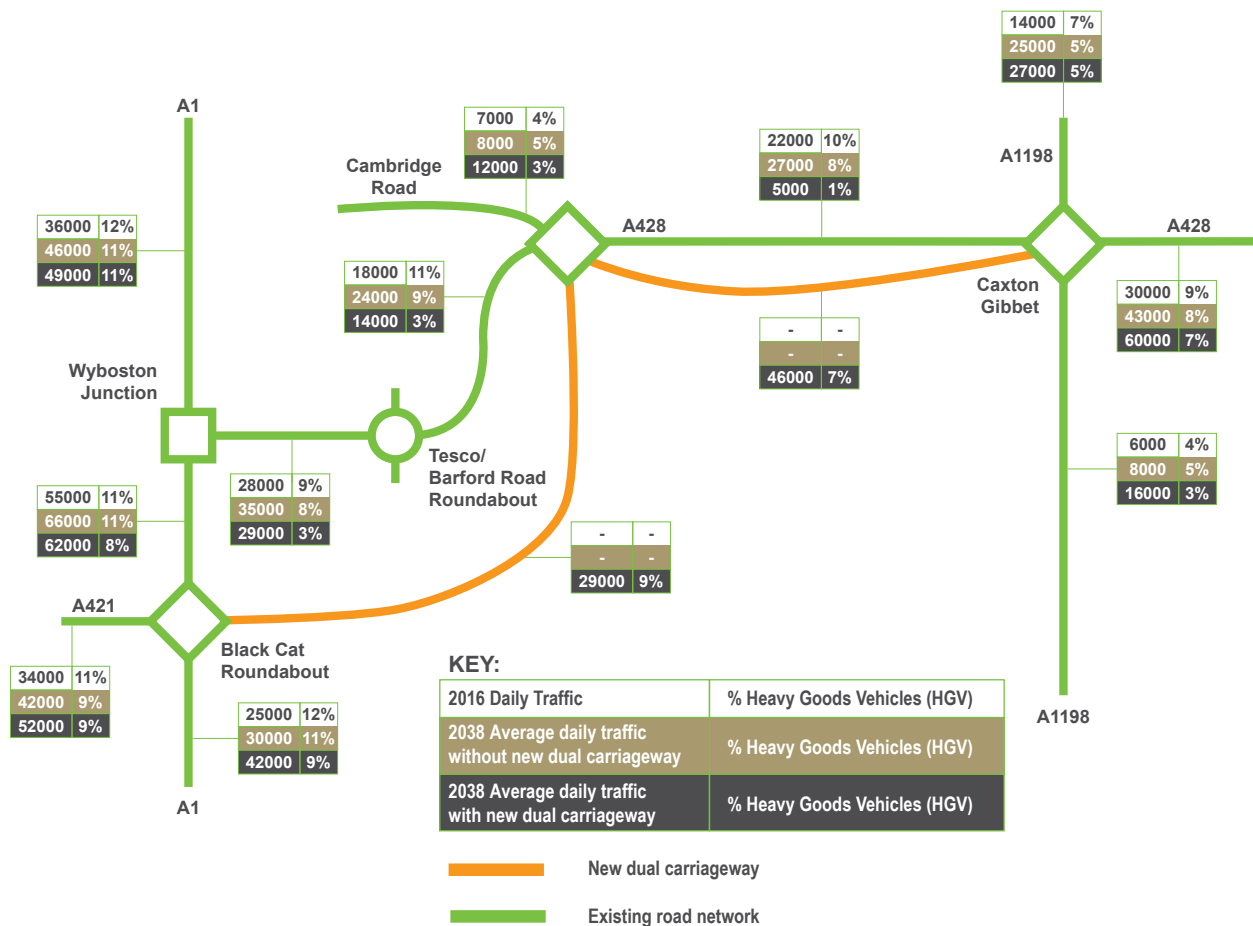


Did you know?

Traffic models are computer-based assessments that predict how our proposals will affect the road network, vehicle movements and travel times. We analyse existing traffic numbers, trip patterns, delays, congestion problems and predicted traffic growth.

Traffic on the existing A428 will reduce considerably, especially between Cambridge Road and Caxton Gibbet.





The diagram above shows the current road network in green and the new dual carriageway in orange. We have modelled the following scenarios:

- Average number of vehicles per day in 2016
- Average number of vehicles per day in 2038 with the new route
- Average number of the vehicles per day in 2038 without the new route.



Find out more

To see the route and junctions, watch our fly-through video: highwaysengland.co.uk/a428

The map also shows how the percentage of heavy goods vehicles (HGVs) on each road will change when the new dual carriageway is built.

We're developing our traffic models as the project evolves. We'll also analyse a much wider geographic area so we can test how the design impacts traffic in different parts of the region.

How your journey will change

A significant amount of traffic will transfer to the new dual carriageway from the existing A428 and other routes. In particular:

- Traffic on the existing A428 will reduce considerably, especially between Cambridge Road and Caxton Gibbet.
- Traffic to the east of Caxton Gibbet and to the west of the Black Cat junction will increase as drivers use the new dual carriageway. This shift in traffic onto the new route will reduce rat-running on local roads.
- The percentage of HGVs on the existing A428 will reduce as lorries transfer to the new dual carriageway.
- To avoid delays at Black Cat roundabout those currently using local roads, such as the A505 and A603, to reach Bedford and Cambridge will transfer onto the new dual carriageway. Although this will mean traffic on the A1 to the south of the junction will increase, this shift in traffic will reduce rat-running on local roads.
- As drivers re-route from other local roads to join the new dual carriageway at the improved Caxton Gibbet junction, traffic on the A1198 south of Caxton Gibbet will increase. The shift of traffic onto the A1198 will reduce rat-running on local roads.
- There will be less traffic on the A1 between the Black Cat junction and Wyboston as those travelling to and from the Cambridge area use the Black Cat junction and the new dual carriageway instead of the A1.



Protecting the environment

Protecting the places we love, and what makes them special, is an important part of how we plan and build our major road schemes.

This area is home to wildlife and plants, such as mammals, great crested newts and reptiles. Bats, including the distinctive barbastelle bat, also live in Eversden and Wimpole Woods, a Special Area of Conservation. Several of these species are protected by law. Knowing exactly where they live is vital to making sure we can protect them and their habitats.



Did you know?

A 300-year-old elm tree was identified during surveys near Eynesbury, to the east of Potton Road. Due to the tree's age and to avoid the scheme impacting the root system of the tree, the new dual carriageway was moved to the east by approximately 30 metres.

Our surveys and assessments make sure we have as much information as possible to help us make the right decisions about design and construction. Understanding the impacts that our scheme may have on the environment and local communities has been a key consideration in the development and selection of the design.

Our Environmental Impact Assessment (EIA), gathers information on how construction, operation and maintenance of the scheme will impact environmentally sensitive areas, features and wildlife. This process helps us identify opportunities to enhance the environment along the route and develop measures to avoid or minimise adverse impacts. The findings of the EIA will be reported in the Environmental Statement and will be part of our DCO application.

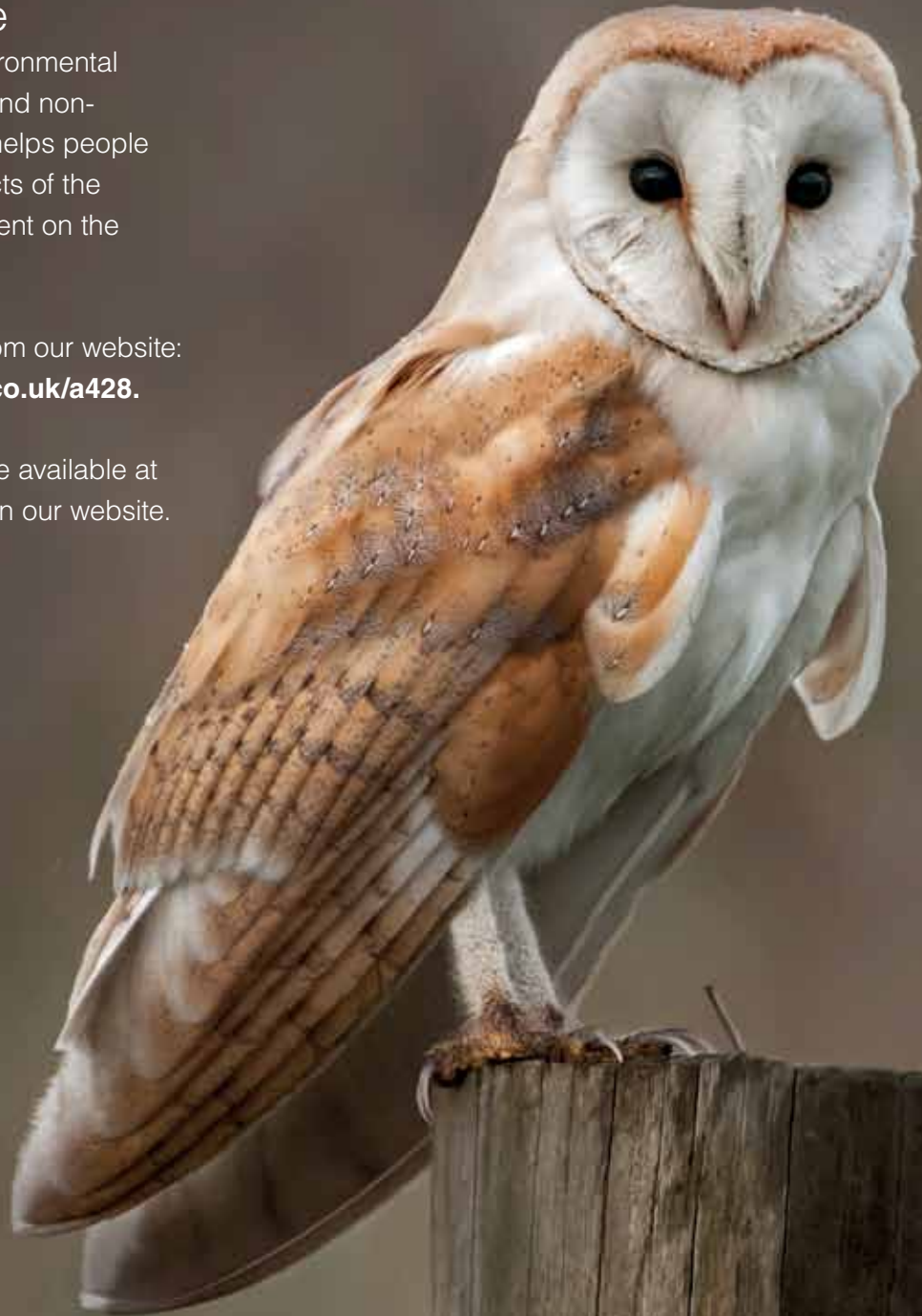


Find out more

Our Preliminary Environmental Information Report and non-technical summary helps people understand the effects of the proposed development on the environment.

Download a copy from our website:
highwaysengland.co.uk/a428.

Reference copies are available at the locations listed on our website.



Managing the environmental impacts

Our Preliminary Environmental Information Report (PEI Report) sets out how the scheme could impact the environment and is summarised below.

Aspect of the environment	Expected effects	What we are doing and why
<p>Air quality Our assessments indicate that air quality along the A428 between St Neots and Caxton Gibbet will improve as traffic will transfer from local roads onto the new dual carriageway. There will also be less stationary traffic idling at junctions.</p>	<p>Construction Adverse effects on air quality at community facilities and residential properties close to the scheme, associated with the movement of HGVs, demolitions and earthworks.</p> <p>Operation Overall beneficial effects from the transfer of traffic onto the new dual carriageway for the wider community.</p>	<p>Measures to minimise effects include ensuring equipment is clean to prevent the build-up of dust, enforcing site rules (for example covering materials on vehicles), and addressing any issues through our community liaison team.</p>





Have your say

To comment on the PEI Report, please answer questions 3a and 3b in the response form.

Aspect of the environment	Expected effects	What we are doing and why
---------------------------	------------------	---------------------------

Cultural heritage

Our assessments have identified that a number of heritage assets will be physically affected as a result of the scheme, or will have their setting altered.

Construction

Adverse effects on the setting of some historic monuments and buildings associated with construction activity taking place in their setting. The Grade II listed Brook Cottages will be demolished and a Grade II listed milepost will be removed to enable the scheme to proceed.

Beneficial effects on the understanding of archaeology and cultural heritage, and improvements to the landscapes of the medieval village at Croxton, and the setting of Croxton Park.

Operation

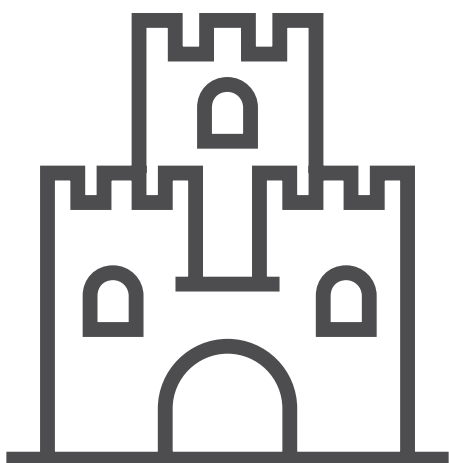
Both adverse and beneficial effects on some historic buildings and monuments associated with the presence of the scheme and changes in traffic within their settings.

We are refining the design to avoid impacts on assets and their settings, where possible. Landscaping and earthworks will reduce noise and visual impacts.

Surveys will identify the risk of disturbing archaeological remains during construction.

The condition of historic sites, monuments and buildings will also be recorded.

Construction measures to minimise these effects may include temporary screening around working areas, and the careful location of lighting and signage.



Aspect of the environment	Expected effects	What we are doing and why
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Landscape and visual

We are assessing how areas of distinctive landscape character and existing views may alter during construction and operation of the scheme, and how the scheme will affect landscape features such as woodland, designated landscapes and important views.

Following construction, we will restore areas of the landscape to their former condition by reinstating disturbed land and replacing vegetation.

Construction

Adverse effects are likely on a number of landscape character areas, for example the Ouse Valley, as a result of construction activities taking place in the landscape and through the removal of trees and hedgerows.

Adverse visual effects on users of footpaths and bridleways, occupants of occupants of isolated dwellings and residents in nearby settlements, namely Roxton, Tempsford, Chawston, Wyboston, Little Barford, Croxton and Eltisley.

Operation

Adverse landscape and visual effects are likely from the introduction of new road infrastructure and lighting, but some locations will experience a beneficial change in their view from the proposed landscaping, once established.

We are exploring whether earth bunds and landscaping can be established early in the construction programme to screen activities and operations within existing views.

Following construction, we will restore areas of the landscape to their former condition where possible by reinstating disturbed land and replacing vegetation.

Our landscaping proposals will provide visual interest to users of some footpaths and bridleways, and will also help integrate the scheme into the local landscape pattern.



Aspect of the environment	Expected effects	What we are doing and why
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Biodiversity

A range of ecologically important plants, habitats, species and designated sites may be affected. Our surveys have identified bats, badgers, great crested newts and reptiles in the local area. Diverse habitats and designated ecological sites such as ancient woodland and protected road verges have also been recorded, some of which are nationally important.

The area is home to bats, badgers, great crested newts and reptiles.

Construction

Adverse effects relating to the loss of habitat and disturbance of species are likely.

Operation

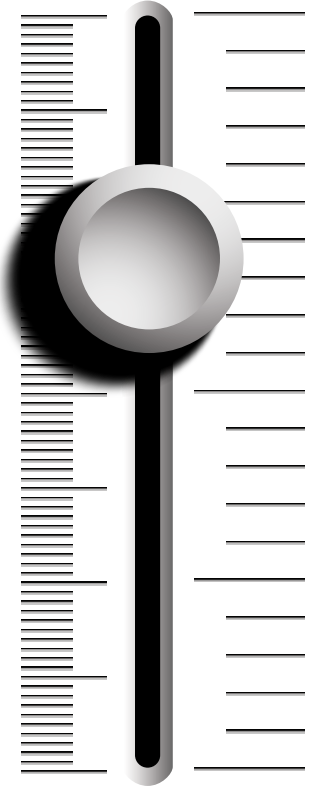
We will maintain existing levels of biodiversity and leave a positive legacy for nearby communities by providing new landscape planting and wildlife areas. Some adverse effects associated with noise, air and water pollution are likely on habitats adjacent to the scheme. We expect some beneficial effects relating to improved habitat connectivity once the landscaping and ecological measures are in place.

During construction we will avoid, where possible, conflicts with seasonal windows such as the bird breeding season. We will also relocate protected species to other sites in advance of the works and ensure they are excluded from areas of construction activity.

The design includes comprehensive landscaping and biodiversity measures that will help to connect habitats on either side of the new dual carriageway and guide animals safely under, over or away from the road.



Aspect of the environment	Expected effects	What we are doing and why
<p>Noise and vibration</p> <p>We have completed noise surveys and are using computer modelling as part of our assessments to identify properties and locations likely to experience changes in noise and vibration levels.</p>	<p>Construction</p> <p>Adverse effects are likely to be experienced near construction areas. These will be associated with operations and activities such as piling, and from the movement and operation of construction vehicles and machinery.</p> <p>Operation</p> <p>The scheme as a whole will have a beneficial impact on noise for the surrounding area. Properties along the existing A428, and in some of the surrounding settlements such as St Neots, Croxton and Eltisley are likely to benefit from noise reduction. Some noise increases are likely to affect some isolated properties, such as those east of Little Barford.</p>	<p>Construction compounds will be carefully located to minimise disruption to properties and other sensitive locations such as schools and hospitals. We will use standard measures to control and reduce noise and vibration, for example by restricting construction working hours and the possible use of screening around sites.</p> <p>Low noise road surfacing along the new dual carriageway may be used to reduce traffic noise.</p> <p>Low noise road surfacing is often used to reduce traffic noise.</p>



Aspect of the environment	Expected effects	What we are doing and why
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Geology and soils

Our assessments have identified that the scheme will be constructed in areas of land that contain versatile and productive agricultural soils, some of which are a nationally important resource. We are also investigating the potential risk of encountering land that has been contaminated by previous uses, and whether groundwater could be affected.

Construction

There could potentially be adverse effects to the health of workers and the public should contaminated land be identified. Current farming operations may be adversely impacted as a result of agricultural soils being lost or disturbed by the works.

Operation

No significant effects are expected once the scheme is open to traffic.

The scheme is being designed to avoid and minimise any potential interaction with contaminated land to prevent harm to people and the environment.

The extent of land required to build the scheme has been minimised to reduce agricultural soil loss. Where possible, soils will be retained and redistributed as part of the landscaping and reinstatement strategy.



Aspect of the environment

Expected effects

What we are doing and why

Water environment

Our assessments are examining the risk of pollution to groundwater and surface waterbodies such as the River Great Ouse and its tributaries, which the scheme crosses. We are also examining how the scheme may affect flood risk, including its vulnerability to flood events, with help from the Environment Agency.

Construction

Adverse effects on water quality may occur from the accidental spillage of soil, sediments, oils, fuels or chemicals, and from the movement of contaminated material, during construction.

Operation

Adverse effects on water quality and habitats may occur from polluted water running off the new dual carriageway.

The way in which water flows is likely to change as a result of new structures being installed within or across some watercourses.

We are designing the scheme to protect the water environment from highway pollution once it is open to traffic. Measures include minimising the number of locations at which water discharges into local watercourses.

To reduce the risk of flooding, areas of land are being included within the scheme to compensate for the loss of floodplain.

Standard pollution prevention measures will be used during construction to reduce the risk of pollution entering watercourses during construction. These include, for example, the careful storage of liquids and powders away from drains.

We are designing the scheme to protect the water environment from highway pollution once it is open to traffic.



Aspect of the environment	Expected effects	What we are doing and why
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Materials

Our assessments have identified that a large volume of materials will be required during construction. We are identifying how much waste material will result during construction, and how this can be minimised.

Construction

Adverse effects are likely to occur from the removal and transportation of materials needed to build the infrastructure. There may also be effects on local waste management sites from the disposal or recovery of certain types of construction waste.

Operation

No significant effects are expected once the scheme is open to traffic.

To reduce the volume of construction waste, we are developing an approach to reuse materials where possible. This will also minimise the need for materials to be transported from other locations.

To reduce construction waste, we will reuse materials wherever possible.



Aspect of the environment	Expected effects	What we are doing and why
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Population and health

Through our assessments we are establishing the impacts on the local population and the health and wellbeing of communities. We are considering how different types of land, community facilities such as schools and open spaces, driver journeys, and footpaths and bridleways will be affected.

Construction

Adverse effects are likely from the loss of agricultural, commercial and private land, and the demolition of a small number of commercial properties and residential dwellings. Disruption to some journeys made by walkers, cyclists and horse riders is likely, as well as on the road network. There may be effects on the health and wellbeing of people from temporary changes in noise and air quality.

Operation

Permanent changes to footpaths, bridleways and the road network are likely to result in both adverse and beneficial effects on journeys. Agricultural and commercial operations may be affected, for example through new or modified accesses. Beneficial effects on social infrastructure and employment are likely.

Where possible, the extent of land required both temporarily and permanently has been minimised to reduce effects on businesses, farms and private property. To reduce the impact on access to community facilities, homes, businesses and agricultural land, measures such as landscaping and footpath diversions have been incorporated into the scheme. Construction activities will be managed using standard measures and techniques, for example traffic management, to minimise disruption to journeys.

We're considering ways to reduce the impact on access to community facilities, homes, businesses and agricultural businesses.



Have your say

To comment on the PEI Report, please answer questions 3a and 3b in the response form.



Aspect of the environment	Expected effects	What we are doing and why
<p>Climate We are identifying the amount of greenhouse gas emissions that the scheme is likely to cause during its period of its operation to determine how these will influence the UK's ability to reach its legally binding emission reduction targets. The vulnerability of the scheme to climate change events such as flooding is also being considered.</p>	<p>Construction Adverse effects on climate may occur from greenhouse gases from vehicles transporting materials. Carbon contained in some construction materials is also likely to contribute to climate change.</p> <p>Operation Adverse effects may occur as a result of vehicle emissions once the new dual carriageway and junctions are open to use by traffic, and from activities associated with its future maintenance.</p>	<p>To ensure resilience to future climate change events, the design is being developed to include sustainable drainage systems and energy efficient equipment. To reduce greenhouse gas emissions, we are considering whether recycled materials can be used. New and diverted footpaths will improve journeys for walkers, cyclists and horse riders, and will offer alternative methods of transport that do not generate greenhouse gases.</p>





What happens during construction

We understand that a scheme of this scale can have an impact on the local community. Making sure that we are a good neighbour to those living and working nearby is important to us.

We are confident that our experience in managing major construction projects, combined with the feedback from this consultation, will help us plan the construction in a way that keeps both disruption and inconvenience to a minimum.

Community relations

We value our relationships with our customers who use the strategic road network and those that live and work and in the local area who will be affected by the scheme. Our dedicated community relations and community investment team on the ground will keep building on the good relationships that we have already developed with local people and businesses and will ensure anyone who is interested in the scheme is fully informed throughout construction.

We will also provide regular updates on our website and through social media, as well as via mail-drops and meetings.



Location of construction compounds

To build the new dual carriageway efficiently and minimise impacts on the local community, our site compounds will need to be close to the construction site. These sites will include welfare facilities as well as space for handling construction materials and storage.

Our main compound is likely to be within the central section of the new dual carriageway, between the B1046 and Cambridge Road. Access will be from the existing A428. We will build either a roundabout or a left-in / left-out junction from the existing A428 for construction traffic so our people can access the site compound safely.

We will also need another compound at the western end of the new dual carriageway to build the new Black Cat junction. We are proposing to use the site previously used to build the A421 Great Barford bypass, located north of Bedford Road near Roxton. Access to this compound will be from Bedford Road.

A third compound will be located at the eastern end of the new dual carriageway to the north west or north east of Caxton Gibbet junction. Construction traffic will access this compound via a left-in / left-out junction arrangement from the A1198 (Ermine Street).

Being a good neighbour means listening and talking to our customers and finding ways to make life that little bit easier.



Find out more

Discover more about how construction will impact the environment in our PEI report and non technical summary. See page 58.

When construction will take place

If development consent is granted, we expect construction to start in late 2021 and the road to be open in 2025/26. We will build the Black Cat junction at the same time as the new dual carriageway to deliver the scheme as quickly and efficiently as possible, and to reduce the impact on the local area.

Before we can start the main construction, we need to prepare the site. This includes:

- archaeological and groundwork investigations
- ecology work such as the relocation of habitats
- diverting utilities
- building compound facilities

All our preparatory work will be set out in our DCO application to the Planning Inspectorate.

Traffic management during construction

We recognise that at times there will be roadworks and diversions which will affect those living and working in the area. We are committed to minimising the impact on people who will need to travel locally and throughout the region. While it won't always be possible to completely avoid some short term delays and congestion, we are working closely with local authorities to agree traffic management measures that will keep traffic moving during construction.

The A1 and existing A428 will remain open for the duration of the works. This is apart from very occasional overnight closures when we will need to connect the new and existing roads, build bridges and unload large items of equipment or materials.

Our commitment to be a good neighbour means we will work with the appointed contractor to plan and phase the construction to minimise impacts to road users and the surrounding community. For example, we are considering a temporary large roundabout at Black Cat to keep traffic moving. We will work closely on our plans with Cambridgeshire County Council, Bedford Borough Council

We will work closely with local authorities to help minimise disruption during construction.



and Central Bedfordshire Council. The local authorities will be required to approve our proposals for any temporary traffic diversions on the local road network, as well as noise and air quality mitigation measures during construction. Before we start any work, we will inform residents, businesses and road users in advance so they can also plan ahead. We will share information on our progress, keeping the safety of vulnerable road user groups, such as walkers, cyclists and horse riders, a primary consideration.

During construction we may need to temporarily close or divert existing public rights of way. We will consult on these proposals with local authorities and the wider community closer to the time.

We will coordinate any road closures and associated diversion routes with the rest of the road network to ensure that we minimise disruption to our customers. To achieve this we will work closely with local authorities and our area maintenance teams to avoid our works conflicting with other schemes.

Using local roads

The main routes that contractors will use to gain access to the working areas are the A1, A421, the existing A428 and the A1198. Limited access may be required from local side roads. Although most construction traffic will move within the site boundaries, we will need to bring some materials into the site

How we build the road is as important as what we build. And how our people behave is as important as the engineering.





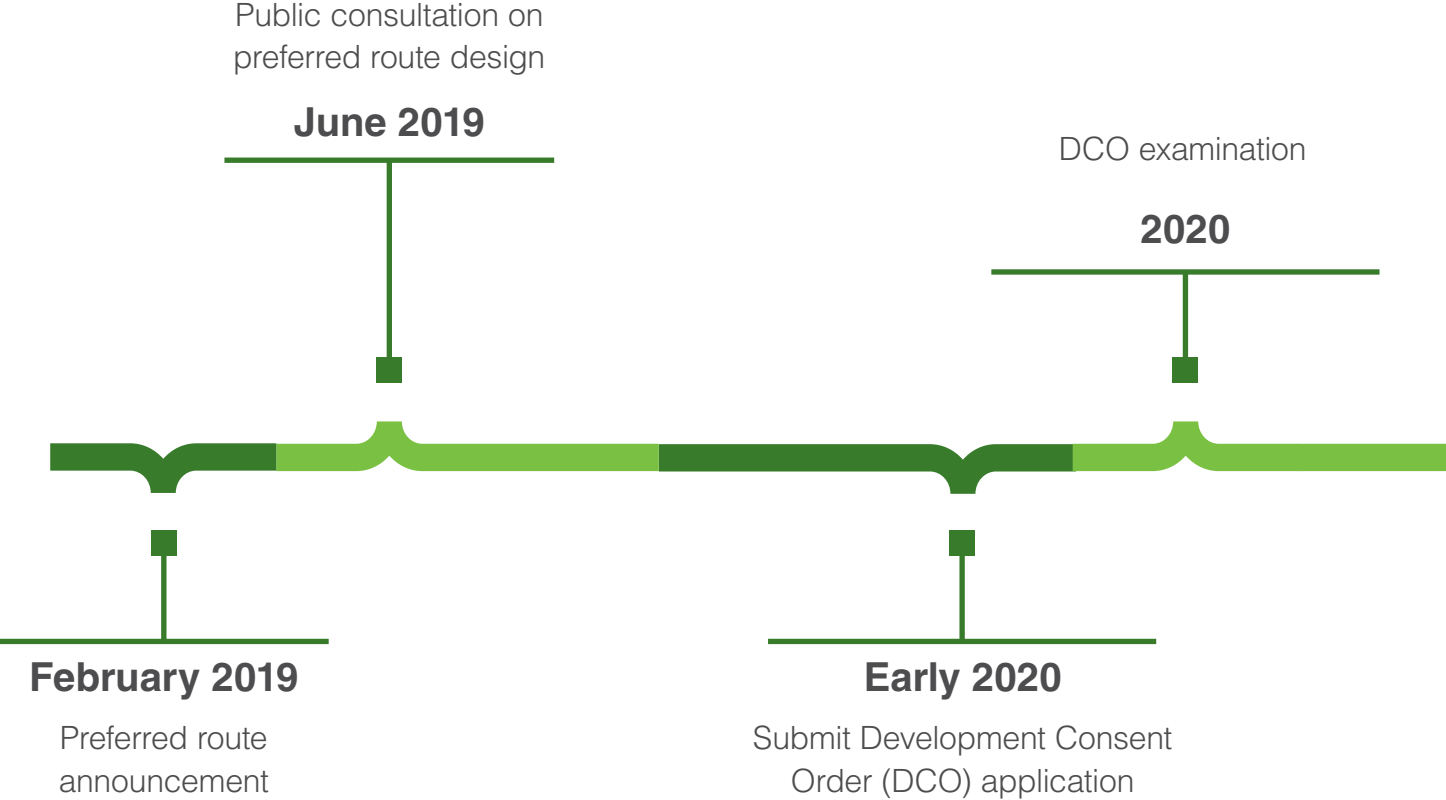
from around the UK. Wherever possible, we will work with our contractors to arrange these deliveries to arrive during off-peak traffic periods.

Our construction vehicles will keep to designated roads to minimise the impact of construction traffic on the local area. We will create a site traffic route within the construction site boundary (not on existing roads) that will extend from the East Coast Mainline Railway through to the Caxton Gibbet junction. This route will allow our vehicles to move around the construction site. Any interaction with road users will be limited to where our vehicles cross side roads. At these points, we will put traffic lights in place to ensure safety and minimise any impact to the travelling public.

Construction work hours and noise

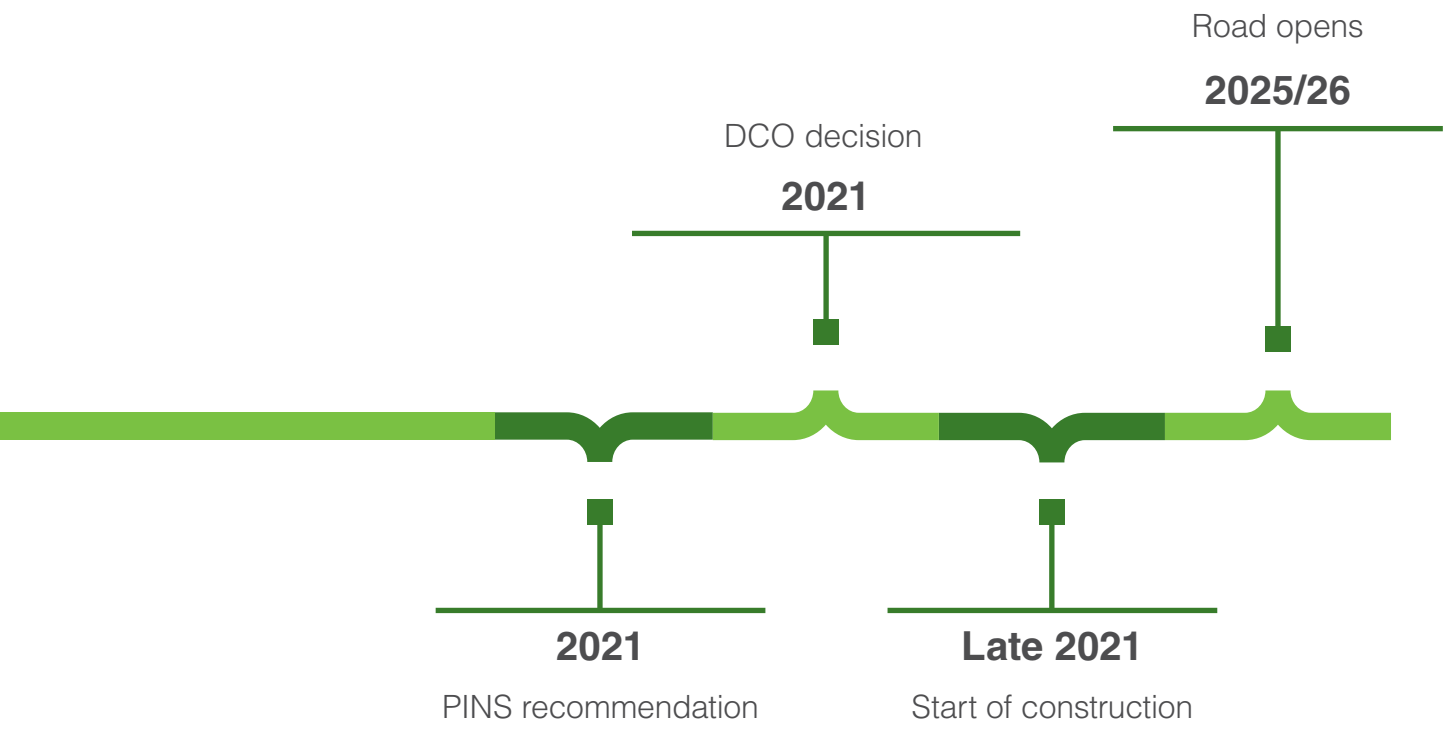
We will agree the exact details of construction working hours with the local authorities and these will be detailed in our Construction Environmental Management Plan. Wherever possible, we will carry out work to minimise additional noise. Working with our contractor, we will monitor noise throughout the scheme's construction to ensure we minimise any impact on the local community.

What happens next



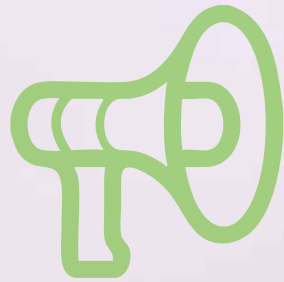
Once the consultation has closed on **28 July 2019**, your feedback, together with our ongoing technical work and environmental assessments, will influence the design of the scheme that will be included in our DCO application to the Planning Inspectorate.

If the Planning Inspectorate accepts our application, there will then be an examination of the application in which the public can participate. This examination will take a maximum of 6 months. The Planning Inspectorate then has 3 months to make a recommendation to the Secretary of State for Transport, who then has a further 3 months to make a final decision.




Find out more

Discover more about DCO process on the Planning Inspectorate's website: **[infrastructure planninginspectorate.gov.uk/application-process/the-process/](https://www.gov.uk/application-process/the-process/)**





Have your say

Please get involved and submit your response by **23:59 on 28 July 2019**.

 highwaysengland.co.uk/a428

You can also send your response form and comments to:

 FREEPOST, A428 Black Cat to Caxton Gibbet

 info@a428.co.uk

 0300 123 5000





How to find out more

You can find out more about our proposals in the following ways.

Go online for all the consultation materials, including technical and environmental reports.

Watch our flythrough video on our website to see the route and junctions.

Make it in Minecraft; explore the scheme in the world of Minecraft by coming to one of our drop in workshops for those aged 7 and up. Or if you have Minecraft, play at home:

To join the server, open Minecraft and click the Play button. Go to the Servers tab and click Add Server. Then give the server a name of your choice in the Server Name field and in the Server Address field type:

 **a428.blockbuilders.co.uk**

Then click Play. (Only suitable for phone, tablet and Windows 10 versions of Minecraft).

Join us at one of our events (overleaf).

Get the A428 app to explore the new Black Cat junction in augmented reality.




Pick up copies of our consultation booklet and response form at the local libraries and council offices listed on our website. Reference copies of all our consultation materials, including technical and environmental reports, will also be available.

Contact us

 0300 123 5000









 info@a428.co.uk

 FREEPOST, A428 Black Cat to
Caxton Gibbet

Come and join us to find out more

Why not come along to one of our consultation events? Our team will be available to answer your questions and discuss our plans in more detail.

Consultation events

VENUE	DATE
 Wyboston Training Centre (Oakley Suite), Wyboston Lakes, Great North Road, Wyboston, Bedfordshire MK44 3AL	Thursday 13 June 12:00 to 20:00
 St Neots Priory Centre, Priory Lane St Neots, Cambridgeshire, PE19 2BH	Friday 21 June 12:00 to 20:00
 Wyboston Village Hall, Wyboston Bedford MK44 3AG	Monday 24 June 12:00 to 20:00
 Newton Primary School, Caxton End, Eltisley, St Neots, Cambridgeshire, PE19 6TL	Saturday 29 June 10:00 to 16:00
 Stuart Memorial Hall, Church Street, Tempsford, Sandy, Bedfordshire, SG19 2AW	Tuesday 2 July 12:00 to 20:00
 Yelling Village Hall, High Street, St Neots, PE19 6SB	Thursday 11 July 12:00 to 20:00
 Doubletree by Hilton, Cambourne Cambridge Belfry, Back Lane, Cambourne, Cambridgeshire, CB23 6BW	Monday 15 July 12:00 to 20:00
 Roxton Village Hall, High Street, Roxton, Bedford MK44 3EA	Thursday 18 July 12:00 to 20:00

Pop up events

Our team will also be visiting the following shopping centres:

VENUE	DATE
Harpur Centre Horne Lane, Bedford, MK40 1TJ	Saturday 22 June 9:00 to 16:00
Centre:MK 24 Silbury Blvd, Milton Keynes MK9 3ES	Saturday 13 July 10:00 to 15:00

Mobile visitor centre

You can also visit our mobile visitor centre at the following places and times:

VENUE	DATE
Sandy Town Centre Car Park 55-57 High St, Sandy SG19 1AG	Friday 7 June 8:30 to 14:30
Sidney Street, Cambridge	Sunday 9 June 10:00 to 15:00
Extra, Cambridge Services A14/M11, CB23 4WU	Monday 10 June 15:00 to 19:00
ASDA Milton Keynes Bletcham Way, Bletchley, Milton Keynes	Saturday 15 June 10:00 to 15:00
Pendrill Court, Ermine Street North Papworth Everard, Cambridge, CB23 3UY	Friday 12 July 8:30 to 14:30

Have a Minecraft mad child?

Inspire them to be an engineer of the future with our Minecraft workshops for those aged 7 and up.

Just drop in to one of our consultation events marked with a block.



Please get involved and
submit your response by
23:59 on 28 July 2019.

If you need help accessing this or any other Highways England information, please call **0300 123 5000** and we will help you.

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