

Agreed notes

A428 Black Cat to Caxton Gibbet Improvements Scheme

Title:	Central and Eastern Areas Community Forum		
Date:	5 August 2021	Time: 16:00 – 18:00	Location: Teams
Attendees:	Andrew Halket (AH) – Caxton Parish Council Graham Barradell (GB) – Hilton Parish Council John Bownass (JB) - Yelling Parish Council Keith Howard – Caxton Parish Council Roger Pinner (RP) – Eltisley Parish Council Sanchia Ashcroft (SA) - Yelling Parish Council Simone Taylor (ST) – St Neots Eynesbury Ward Councillor Steve Ellis (SE) - Eltisley Parish Council Tumi Hawkins (TH) – Caldecote Ward Councillor	Hazel Gardner (HG) – Highways England Maxine Wraith (MW) – Highways England Joanna Glen (JG) – AECOM Jonathan Morrow (JM) – AECOM Samya Ghosh (SG) – AECOM Ted Doherty (TD) – AECOM Andie Taylor (AT) – Skanska Julian See (JS) – Skanska	
Apologies:			
Chair:	Mike Evans (Highways England)		
Circulation:	All members of the Western Area Community Forum		

DISCUSSION POINTS			
	Action	Action	Deadline
1	Welcome and introductions		
	<ul style="list-style-type: none"> ME introduced the meeting and ran through the agenda. 		
2	Safety moment		
	<ul style="list-style-type: none"> JG ran through the benefits of staying active. 		
3	Scheme run through		
	<ul style="list-style-type: none"> TD gave a brief overview of the Scheme. ME reminded attendees that the preliminary meeting will be held on the 10 August. 		
4	Outline Construction Traffic Management Plan (OCTMP)		
	<ul style="list-style-type: none"> JS explained the purpose and contents of the Outline Construction Traffic Management Plan. The plan will 		

Agreed notes

A428 Black Cat to Caxton Gibbet Improvements Scheme

	<p>be developed further as the Scheme moves towards construction.</p> <ul style="list-style-type: none"> • JS explained the traffic management speed limits along the Scheme. • Large elements of the Scheme will be constructed offline and haul routes will be created to limit the interaction between construction traffic and general traffic. • JS explained the restricted routes. The slides show which routes will be used by construction traffic and which will be prohibited. • JS explained that the number of full road closures will be minimised but cannot be avoided completely. Closures will be overnight or at weekends where possible and will be communicated to all affected. • MW introduced the customer plan and how it aims to support local communities who live alongside the Scheme, while it's in construction. • JS covered the planned diversion routes - all approved routes. Strategic traffic will be diverted early to prevent it reaching the Black Cat. • ST asked if one of the construction routes is the B1043 past the Tesco and via Cromwell Road. JS explained this route will be used to reach the Potton Road bridge site as there is no other way to get there. ST stated the road is already very busy with two schools and one crossing and raised concerns about construction traffic using it. JS explained this route is intended to be used for access purposes only and will not be used as a main haul route (i.e. it will not have large lorries carrying lots of muck for example). ME explained that the objective is to open up the trace of the Scheme as soon as possible so the main road network is used less. JS added that utility works will need to use the local road network. MW explained that this slide had been shared with Cambridgeshire County Council (CCC) and they had raised similar concerns and a request to make this route be shown as amber. Highways England is in discussions with CCC. • SA asked if there will be steps taken to prevent rat running when diversions are in place for example signage at beginning of Toseland crossroads. ME confirmed Highways England will erect signage. MW raised that Highways England is committed to 7-day closure confirmation so hauliers can plan ahead and 		
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Agreed notes

A428 Black Cat to Caxton Gibbet Improvements Scheme

	<p>divert for long haul routes. Highways England understand the concerns of those in Yelling.</p> <ul style="list-style-type: none"> • RP felt more could be done to stop rat running and suggested weight restrictions. Highways England can pay for a weight restriction, but it can only be enforced with police support - which puts pressure on the police force. Highways England traffic officers can also support and act as a deterrent if they're available. ST stressed that even if the police can't enforce most drivers will take notice of signage. SA agreed. 		
5	<p>Strategic model assessment</p>		
	<ul style="list-style-type: none"> • JM provided an overview of the strategic model and the four construction phases defined for the strategic model assessment. • JM ran through the predicted 12-hour construction traffic levels and the flow changes in Phase 2 and Phase 3 across the Scheme area. • JM concluded that with temporary speeds and junction layouts on the A428, some A428 traffic are forecast to divert on to alternative routes. • GB asked which Planning Inspectorate meeting members should attend to discuss Construction Traffic routes and diversion routes. • Post meeting note: Information on the examination timetable can be found on the Planning Inspectorates website. • Concerns were raised about traffic being pushed onto local roads and what mitigation will be put in place. ME responded that modelling has been conducted to inform the presentation. There may be some works that cause a delay to existing routes. Highways England intend to keep traffic on the existing A428 by providing people with information about increased journey times. However, people are free to make choices about which roads they would like to use. By keeping traffic on the main road as much as possible, less traffic will use local roads. Highways England will monitor traffic on the roads during construction and if traffic becomes unmanageable, action can be taken. MW added that Highways England want to make the Scheme run as smoothly as possible. • SA asked if modelling was carried out with pre-COVID figures. MW confirmed pre-COVID. • ST asked if local Councillors could raise concerns about increased traffic via email or phone. MW confirmed there will be a contact email address for the Scheme where residents can get in touch, similar 		

Agreed notes

A428 Black Cat to Caxton Gibbet Improvements Scheme

	<p>to the A14. A428 vehicles can also be reported if appropriate. ST asked when. MW responded that the info@A428.co.uk email address is available now and will continue to be the main contact. If this changes prior to construction, contact details will be shared.</p> <ul style="list-style-type: none"> • JB asked for further explanation on the 12-hour modelled flow on Yelling (High Street) in the “Without Scheme” scenario as modelled flows looked excessively high. JM explained that the strategic model is a toll and model may overestimate traffic at some locations. However, the values shown are for a 2025 forecast year. • Action: AECOM to check Yelling (High Street) modelled flow in the strategic model and respond to JB and SA. • SA asked if residents could apply for funding for the lack of footpath on the main Yelling road. This poses a safety risk with increased traffic and no white lines. MW responded that the legacy lead May King is communicating with CCC around designated funds and legacy funds. MW shared further info. • Post meeting note: For more detailed information and funding eligibility please visit: https://highwaysengland.co.uk/designated-funds/. If you think your initiative is eligible and would like support on making an application please contact: info@A428.co.uk. • SA asked for the Yelling Road to be closed to stop rat running. ME responded that it would be difficult to justify closing a correctly functioning road. • ST asked if a temporary speed reduction on the road could be put in place. This can be considered further in the development of the traffic management proposals and the traffic management plan. • RP asked if the B1040 will still remain open when the roads are closed. ME confirmed it would. RP asked how Highways England can stop traffic driving through Abbotsley and Eltisley. ME responded that this can be done by diverting strategic traffic earlier on and using signage to divert local traffic. 	JM	Aug 21
6	Local junction models operational assessments		
	<ul style="list-style-type: none"> • SG ran through the assessment of Wintringham Park, Cambridge Road, Eltisley Link and Caxton Gibbet junctions during different stages of construction. • SG explained that Wintringham Park is not part of the Scheme, but it has been assessed due to its proximity. • SG covered the assessment of Cambridge Road. 		

Agreed notes

A428 Black Cat to Caxton Gibbet Improvements Scheme

	<ul style="list-style-type: none"> • SG covered the assessment of the Eltisley Link. There will be marginal improvements at this junction during phase 2 compared to a without the Scheme scenario. • SG covered the assessment of Caxton Gibbet. • SG concluded that localised models have been developed for all five junctions. 		
7	Q&A		
	<ul style="list-style-type: none"> • TM asked if access for cyclists will be factored into the phasing of the Caxton Gibbet. ME responded that the intention is for the service area to remain open throughout construction. • Action: JS to confirm if cycling facilities will be maintained at Caxton Gibbet during construction. • TH asked what is being done about biodiversity net gain. ME responded that the environment team can follow up after the meeting. • Post meeting note: The Scheme includes mitigation which Highways England is obligated to provide, as well as potential enhancement measures where feasible. Details of this are in the DCO application documents. The Scheme will achieve just over 20% biodiversity net gain and the DCO application contains a dedicated report covering this. Under relevant National Policy Statements there is currently no obligation for the Scheme to deliver net gain. • SE asked what the smaller roundabout was at Caxton Gibbet. This link and roundabout is being provided to maintain access to a fuel filling station and supermarket and provide access to adjacent land and link to the westbound on-slip. This can be more clearly seen on the general arrangement plans in the application documents. • RP asked if the Parish Councils would have the contact details of the construction liaison manager. ME responded they will be available to contact during construction. AT added that local traffic will be monitored, and Skanska will be available to contact if any issues arise. • RP asked if there was a landscape plan yet. TD responded detail can be found in the Environmental Masterplan within the application documents. The digital environmental statement is also helpful. • RP asked what plans there are to align the A428 with East West Rail (EWR). ME responded that this will be covered during the examination and that Highways England is waiting for EWR to finalise their plans. Highways England will continue to work with EWR 	JS	Sept 21

Agreed notes

A428 Black Cat to Caxton Gibbet Improvements Scheme

	<p>and local stakeholders to ensure that planning and delivery is coordinated where appropriate.</p> <ul style="list-style-type: none">• ME thanked all for attending.		
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