

A428 Black Cat to Caxton Gibbet improvements

Public consultation



March 2017

In the East of England, the Government is investing over £2 billion to create better and safer journeys across the region. At the heart of these plans is the drive to support economic growth in the region and across the wider United Kingdom.

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Introduction

About us

Highways England is the government company responsible for operating, maintaining and improving England's motorways and major A roads. Formerly the Highways Agency, we became a government owned company in 2015.

Have your say

We are consulting on route options to improve the A428 between Black Cat roundabout and Caxton Gibbet. We also want your views on options to improve the Black Cat roundabout, which we have identified as a priority.

We are at an early stage of developing the scheme. Further work is needed to assess the feasibility of the scheme including detailed traffic modelling, environmental survey work and economic assessments.

Your views at this early stage are important to us; they will help us to develop our proposals and understand what is important to our customers and local communities. There will be further engagement and consultation as the scheme progresses.

The consultation will run for 7 weeks from 6 March to 23 April 2017.

Your views are important. Our consultations help us understand what is important to local communities and all our customers – whether you are a driver, cyclist, walker or local resident.



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Why do we need to improve the Black Cat roundabout and the A428?

The A428 connects communities between St Neots and Cambourne and links the East of England to important regional, national and international hubs such as the Felixstowe and Harwich ports. It also connects Bedford, Milton Keynes and the M1 to Cambridge and the M11.

Improvements will support local growth plans by reducing congestion related delay, improving journey time reliability, increasing the overall capacity of the A428 and improving traffic flow.

The A428 between St Neots and Cambridge is the only stretch of single carriageway along this route. Motorists are subject to regular delays and congestion, particularly at Black Cat roundabout. There are also a high number of incidents, especially at junctions along the route.

Delays on the A428 directly affect the overall journey time. The diagrams overleaf show the additional time that drivers currently need to take to ensure that they arrive at their destination on time.

The journey from Black Cat roundabout to Caxton Gibbet in the morning can take on average an extra 16 minutes. The return journey in the evening can take an additional 12 minutes longer than the standard journey time.

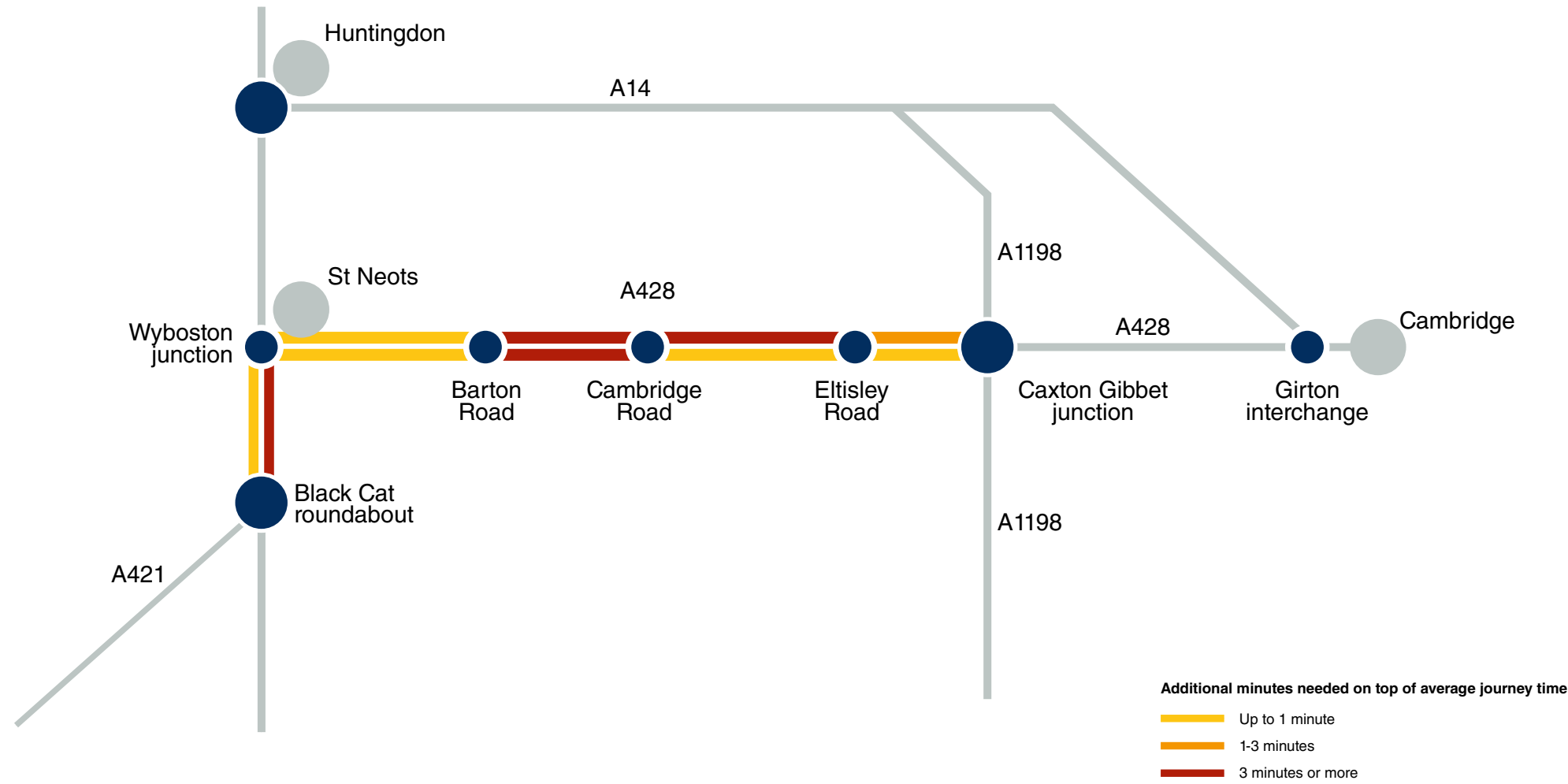
Improvements will support local growth plans by reducing congestion and improving the reliability of journeys.

The journey from Black Cat roundabout to Caxton Gibbet in the morning can take on average an extra 16 minutes. The return journey in the evening can take an extra 12 minutes longer.

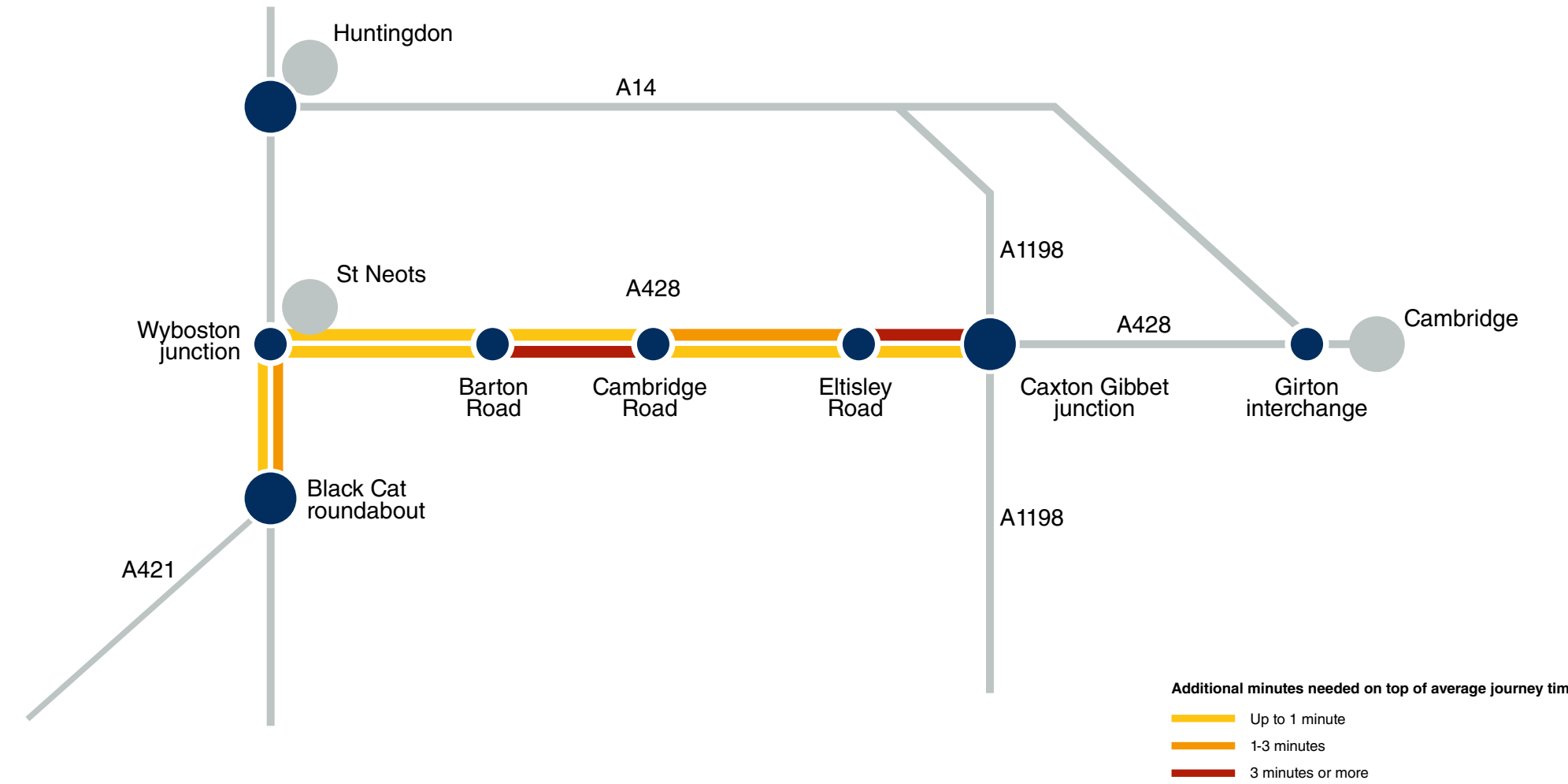


Black Cat roundabout

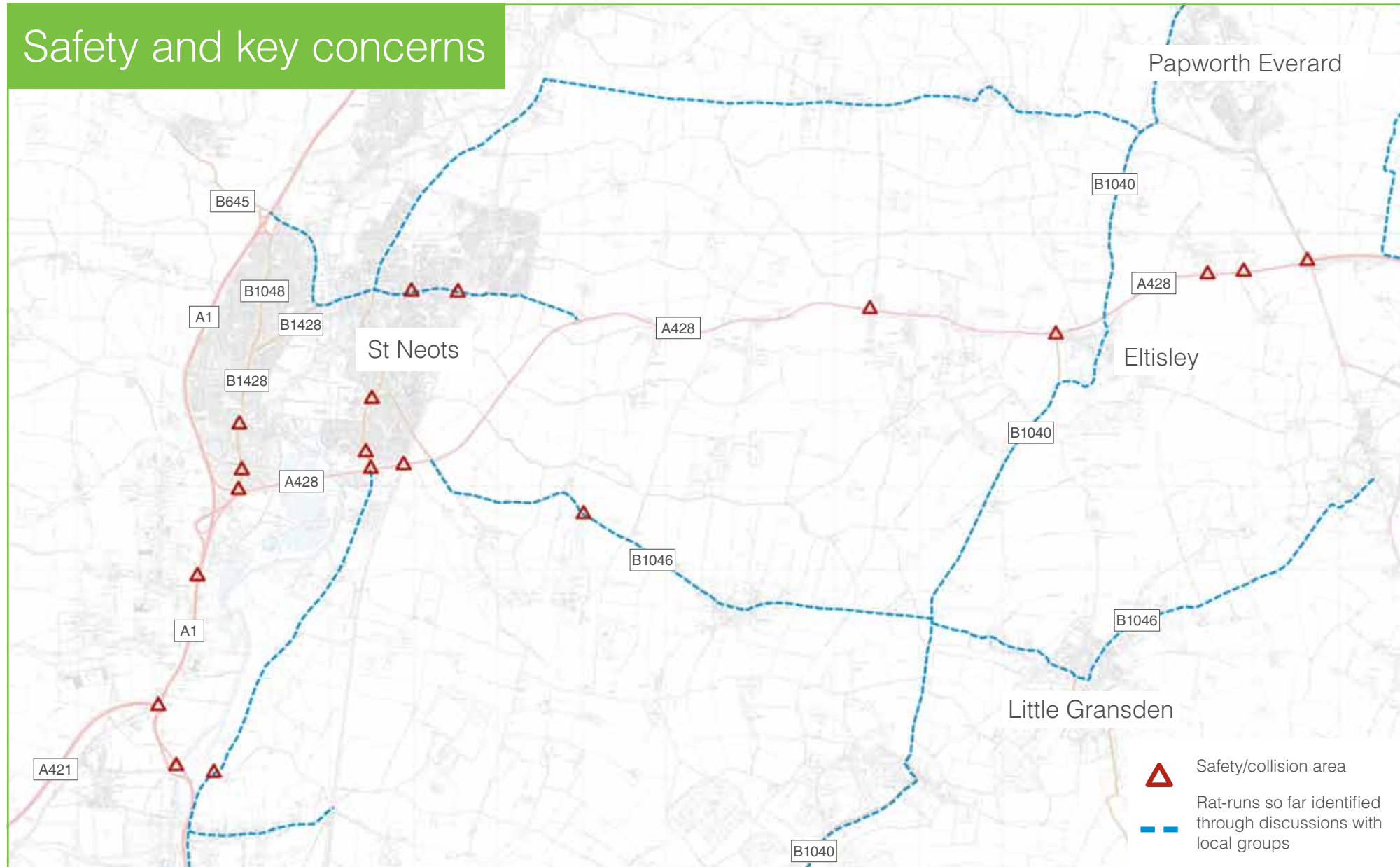
Average delays to journey time (morning peak hours)



Average delays to journey time (evening peak hours)



Safety and key concerns



Safety is a significant issue, in particular around the Black Cat and Caxton Gibbet junctions. Collision data shows there were 100 accidents (3 fatal, 20 serious, 77 slight) on the A428 between January 2010 and December 2014. Local groups have also identified rat-running as a key issue.

Supporting local development plans

As the A428 is used by both local and long-distance traffic, it is important we consider the future growth of traffic, housing and the economy in the region. Over 50,000 new houses are planned in the immediate area of the A428, A1 and A14, based on a 6.2 mile (10 kilometres) radius. The scheme takes into account the local growth plans, such as St Neots eastern expansion, West Cambourne and Alconbury Weald.

To understand the potential growth in the region, we look at the current and proposed local plans for Huntingdonshire District Council, South Cambridgeshire District Council, Bedford Borough Council and Central Bedfordshire Council. These plans set out the councils' visions for how the area will develop in the future. They set out policies to manage where housing and business development will take place as well as providing information on potential development sites.

Growing transport infrastructure in the region

We also consider potential or planned road and rail developments in the Bedfordshire and Cambridgeshire regions. These include:

- **Oxford to Cambridge Expressway** which seeks to improve the road network between Oxford, Milton Keynes and Cambridge to help promote growth.
- **A1 East of England Strategic Study** which considers potential solutions to address issues such as traffic, congestion and collisions on the southerly stretch of the A1 between junction 1 (intersection with the M25) and junction 17 (near Peterborough).

Further analysis to examine the case to improve the A1 in the East of England is being carried out. This is needed to assess the full impact of improvements before a conclusion can be reached.

- **East-West Rail** which looks to establish a railway connecting East Anglia with central, southern and western England.

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Benefits and objectives of the scheme

Enabling economic growth

By supporting planned economic and housing growth in Cambridgeshire, Bedfordshire and the surrounding region.

Connectivity enables economic growth. Improved journey times and reliability brings people and businesses closer together, creates job opportunities and long-term sustainable growth. Increasing road capacity now will also help to meet predicted demand in the future.

A safe and serviceable network

By contributing to the improvement of safety across the network.

The scheme would improve safety for all road users and road workers.

Tackling congestion helps to reduce the risk of accidents.

A more free-flowing network

By significantly improving the capacity at Black Cat roundabout, where the A1 currently meets the A421 and by building a new dual carriageway with increased resilience between the A421 and the existing dual carriageway of the A428.

A free-flowing network with less congestion benefits local residents, daily commuters and businesses. The increased resilience would help the road network cope with incidents including collisions, breakdowns, maintenance and extreme weather, creating more reliable journey times for everyone.

An improved environment

By reducing the impact of new infrastructure on the natural and built environment through design. The scheme would also improve the environmental impact of transport on communities around the Black Cat roundabout and along the existing A428.

By focusing on the environment at the design stage, the scheme would seek to improve the environmental impact on local communities in areas such as air quality and noise pollution. It would also mitigate any impacts on cultural heritage.

A more accessible and integrated network

By providing a safe alternative route for walkers, cyclists and equestrians and seeking to address severance. The scheme would also improve safety and access for those who use public transport.

Ensuring the safety of cyclists, walkers and equestrians improves access and integration with neighbouring communities for everyone. The scheme also aims to improve connections between communities and villages for those who travel by public transport.

Customer satisfaction

Customer service is at the heart of what we do.

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

Developing our proposals

In March 2015, the Government announced a £15.2 billion investment to improve drivers' journeys on England's motorways and major A roads as part of the Roads Investment Strategy. In the East of England, the Government is investing over £2 billion to create better and safer journeys across the region. This includes improvements to the A428 between Black Cat roundabout and Caxton Gibbet.

To reach the options for consultation, we have taken the following steps.

Identifying issues and objectives

The notable issues on the A428 between Black Cat roundabout and Caxton Gibbet are:

- Congestion.
- Safety for road users and road workers.
- Resilience (the ability to cope with incidents such as accidents and extreme weather) and reliability of the road network.
- Poorly performing junctions.
- Potential to restrict future economic growth.
- Lack of provision for non-motorised users (pedestrians, cyclists and equestrians).

Sifting route options

Once we understood the issues and set the initial objectives, we started to develop options. This work resulted in over 40 potential options, including improvements to public transport and junctions, widening of the existing A428 and building new road infrastructure away from the current A428.

We assessed each option to see which ones performed best against the objectives. The flow chart below shows how we have reached the options presented in this consultation.

We are consulting on 3 route options to provide a new dual carriageway, and 3 options to improve Black Cat roundabout.

How we reached the options in this consultation:



Options for consultation: route options

We are consulting on 3 route options to provide a new dual-carriageway between Black Cat roundabout and Caxton Gibbet. All options propose a new dual carriageway between Black Cat and Caxton Gibbet, situated away from the current alignment of the A428. All options will also improve the junctions at Black Cat and Caxton Gibbet.

Orange route

- The route would run east of Black Cat roundabout across the River Great Ouse.
- It changes to a north direction after crossing the East Coast Mainline, past Cambridge Road where it crosses the existing A428 and runs east towards Caxton Gibbet.
- This route also includes additional improvements at Cambridge Road junction.

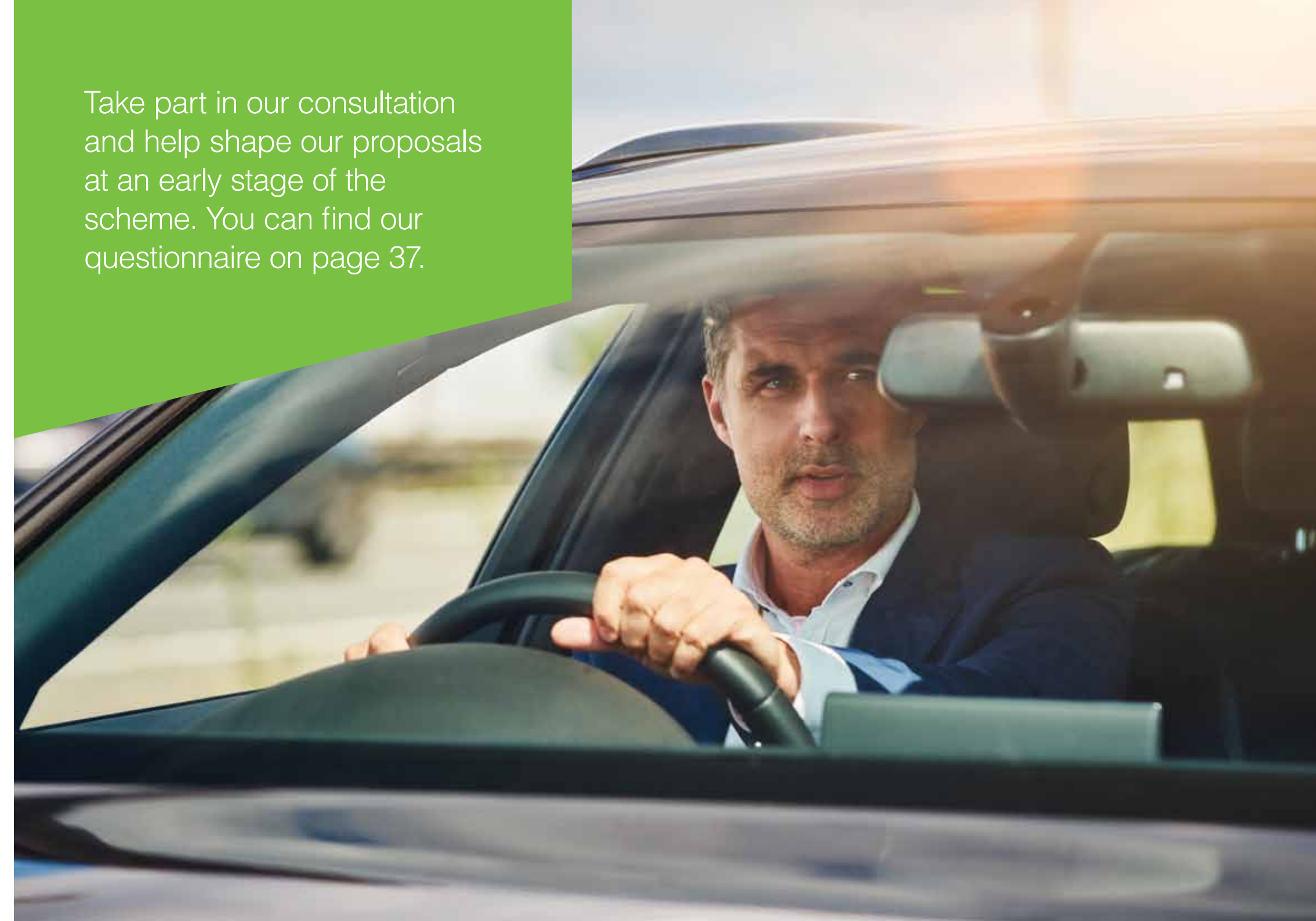
Purple route

- The route runs from Black Cat roundabout across the River Great Ouse and the East Coast Mainline towards Abbotsley.
- It bypasses Abbotsley in a north-east direction, continuing north-west of Great Gransden, south of Eltisley, and joins the current A428 at Caxton Gibbet.

Pink route

- The route runs from Black Cat roundabout across the River Great Ouse and the East Coast Mainline towards Little Gransden, moving north-east where it bypasses Abbotsley to the south.
- The route then continues in a north-east direction between Great Gransden and Eltisley where it changes to a north direction towards Caxton Gibbet.

Take part in our consultation and help shape our proposals at an early stage of the scheme. You can find our questionnaire on page 37.




Options for consultation: route options

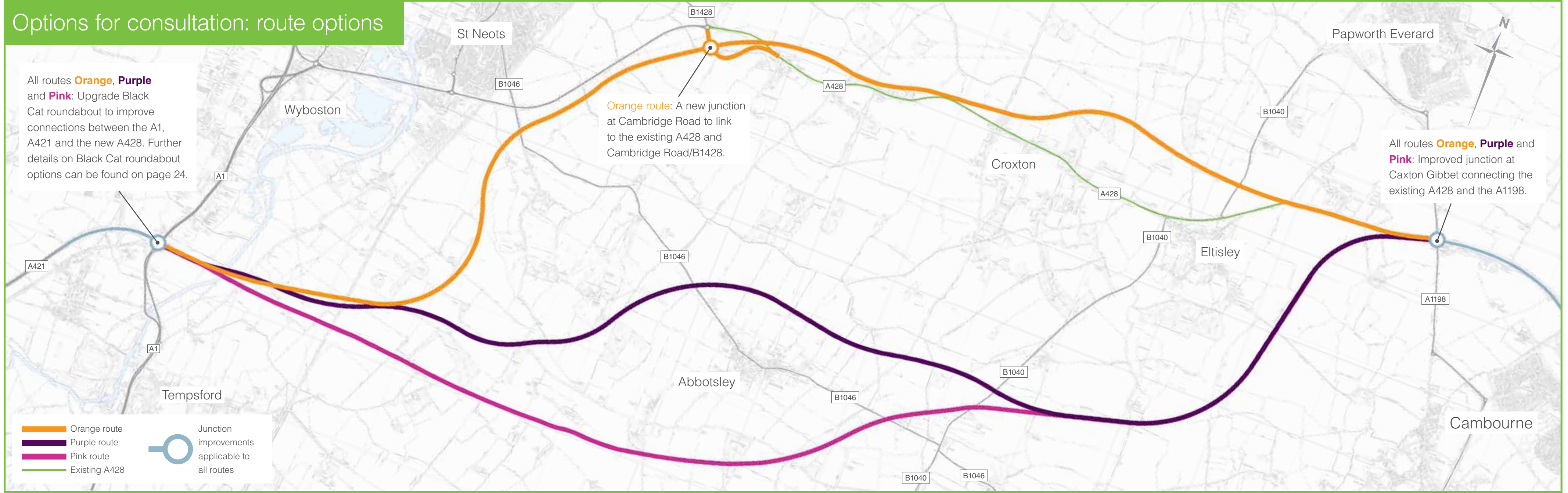
All routes **Orange**, **Purple** and **Pink**: Upgrade Black Cat roundabout to improve connections between the A1, A421 and the new A428. Further details on Black Cat roundabout options can be found on page 24.

Orange route: A new junction at Cambridge Road to link to the existing A428 and Cambridge Road/B1428.

All routes **Orange**, **Purple** and **Pink**: Improved junction at Caxton Gibbet connecting the existing A428 and the A1198.

- Orange route
- Purple route
- Pink route
- Existing A428
-  Junction improvements applicable to all routes

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Comparison of route options

We have identified some key differences and similarities between the 3 options below. As the scheme progresses, we will carry out more detailed assessments and technical work to further understand the impacts and how these could be mitigated.

	Orange route	Purple route	Pink route
Length	Approximately 11.7 miles (18.9km)	Approximately 11.4 miles (18.4km)	Approximately 11.4 miles (18.4km)
Traffic	<ul style="list-style-type: none"> Provides a connection for St Neots which could mean a greater amount of traffic use the new route. Encourages additional traffic to travel through St Neots to access the new route. Leads to more traffic using the B645, B660 to the west of the A1, as well as Ermine Street North on the Caxton Gibbet end of the scheme instead of the bypass. 	<ul style="list-style-type: none"> Helps to remove traffic from local roads and near St Neots town centre. Cuts traffic on the B1042 and B1046. Leads to more traffic using Ermine Street North (towards Papworth Everard) and Ermine Street South (towards Caxton), instead of the bypass. Potential for traffic to increase during evening peak periods on some local roads to the west of the A1. 	<ul style="list-style-type: none"> Encourages traffic to shift from other strategic routes going east or west and so would cut traffic on the B1042 and B1046. Leads to more traffic using Ermine Street North (towards Papworth Everard) and Ermine Street South (towards Caxton), instead of the bypass.
	<ul style="list-style-type: none"> Removes traffic from the current single carriageway and reduces traffic through Barford Road, Great Gransden and Little Gransden. Helps shift traffic away from local roads by encouraging drivers to use the existing dual carriageway of the A421 and A428. 		

	Orange route	Purple route	Pink route
Air quality	<ul style="list-style-type: none"> Traffic along the current A428 would reduce and therefore there could be air quality benefits to the communities along the A428. There is also an Air Quality Management Area (AQMA) in the centre of St Neots. 		
Cultural heritage	<ul style="list-style-type: none"> Potential to impact the setting of 2 deserted medieval villages at Weald and Wintringham, as well as on the setting of a scheduled monument near the junction with the A1198 and a Grade II listed building to the east of Cambridge Road. Reduces traffic noise and emissions around Croxton Park leading to improved noise and air quality impacts. 	<ul style="list-style-type: none"> Potential to impact a scheduled monument near the junction with the A1198 as well as 9 Grade II listed buildings. This option also passes within 500m of Abbotsley Conservation Area. 	<ul style="list-style-type: none"> Potential to impact a scheduled monument near the junction with the A1198 as well as 9 Grade II listed buildings. However the route would be further away from the Abbotsley Conservation Area than the Purple Route.
Archaeology	<ul style="list-style-type: none"> There is the potential for unknown archaeological remains. 		
Visual impact	<ul style="list-style-type: none"> Visual impact where the junction improvements are proposed at Black Cat, Cambridge Road and Caxton Gibbet. Some rural properties may be affected as well as public rights of way to the east of St Neots. 	<ul style="list-style-type: none"> Visual impact where the junctions improvements are proposed at Black Cat and Caxton Gibbet. To the east of the River Great Ouse, visual impacts could potentially be experienced by rural properties on the northern edge of Abbotsley and southeast edge of Eltisbury, as well as people using Abbotsley Golf Course. 	<ul style="list-style-type: none"> Visual impact where the junction improvements are proposed at Black Cat and Caxton Gibbet. Potential visual impact to the east of the River Great Ouse, particularly for rural properties where the route is close to a number of farmsteads.

	Orange route	Purple route	Pink route
Ecology and nature conservation	<ul style="list-style-type: none"> Habitats which could be affected in the area include broadleaved woodland, lowland fen and floodplain grazing marshland. 	<ul style="list-style-type: none"> Located within 3.1 miles (5km) of 5 Sites of Special Scientific Interest (SSSI) to the south of the route, and within 6.2 miles (10km) of the Eversden and Wimpole Woods Special Area of Conservation (SAC). Habitats which could be affected in the area include woodland and floodplain grazing pasture. 	<ul style="list-style-type: none"> Located within 0.6 miles (1km) of Weaveley and Sand Woods SSSI. It is also within 3.1 miles (5km) of 5 SSSIs. This is closer than the purple route and therefore more likely to have an impact. At this distance, impacts associated with air quality change, disturbance or habitat degradation could arise. Located within 6.2 miles (10km) of Eversden and Wimpole Woods SAC. Deciduous woodland would be directly affected; this would require mitigation.
	<ul style="list-style-type: none"> Located next to the River Great Ouse County Wildlife Site (CWS) with the potential for impacts due to direct habitat loss, habitat degradation, changes in air/water quality, noise/light disturbance, and severance. Probable presence of protected species including bats, badgers, great crested newts and reptiles; impacts on these would be mitigated. 		
Geology and soils	<ul style="list-style-type: none"> Temporary and permanent loss of agricultural land in the area of the new routes. 		

	Orange route	Purple route	Pink route
Noise and vibration	<ul style="list-style-type: none"> Properties in and to the east/south east of Little Barford and north of the A428 might experience an increase in noise. 	<ul style="list-style-type: none"> Properties on the northern side of Abbotsley are likely to experience increases in traffic noise. 	<ul style="list-style-type: none"> Properties on the southern side of Abbotsley are likely to experience increases in traffic noise.
	<ul style="list-style-type: none"> Reduced noise at residential properties along the A1 and south of St Neots. Residents in Croxton and Eltisley are likely to also experience a reduction in noise. 		
Rights of way	<ul style="list-style-type: none"> Crosses public rights of way and requires safe crossings, diversions, or closures. There is an opportunity to improve access for pedestrians, equestrians and cyclists along the current A428. 		
Water	<ul style="list-style-type: none"> Requires a new crossing over the River Great Ouse. It could alter existing flood risk patterns as a result of construction within the floodplain. 		
Climate change	<ul style="list-style-type: none"> Designed to be more resilient to climate change, including potential for increasing capacity of drainage systems and providing surfacing more resistant to extreme weather conditions. 		
Sustainable travel	<ul style="list-style-type: none"> There is also an opportunity to improve access for walkers, cyclists and equestrians along the current A428 with a potential for a positive effect on health. 		

Options for consultation: Black Cat roundabout

As part of the overall scheme, we will be improving Black Cat roundabout.

Black Cat roundabout suffers from congestion on a regular basis and has safety issues which need to be resolved. As a critical local and regional link, it is vital that we combat congestion at this hub so traffic flows more easily.

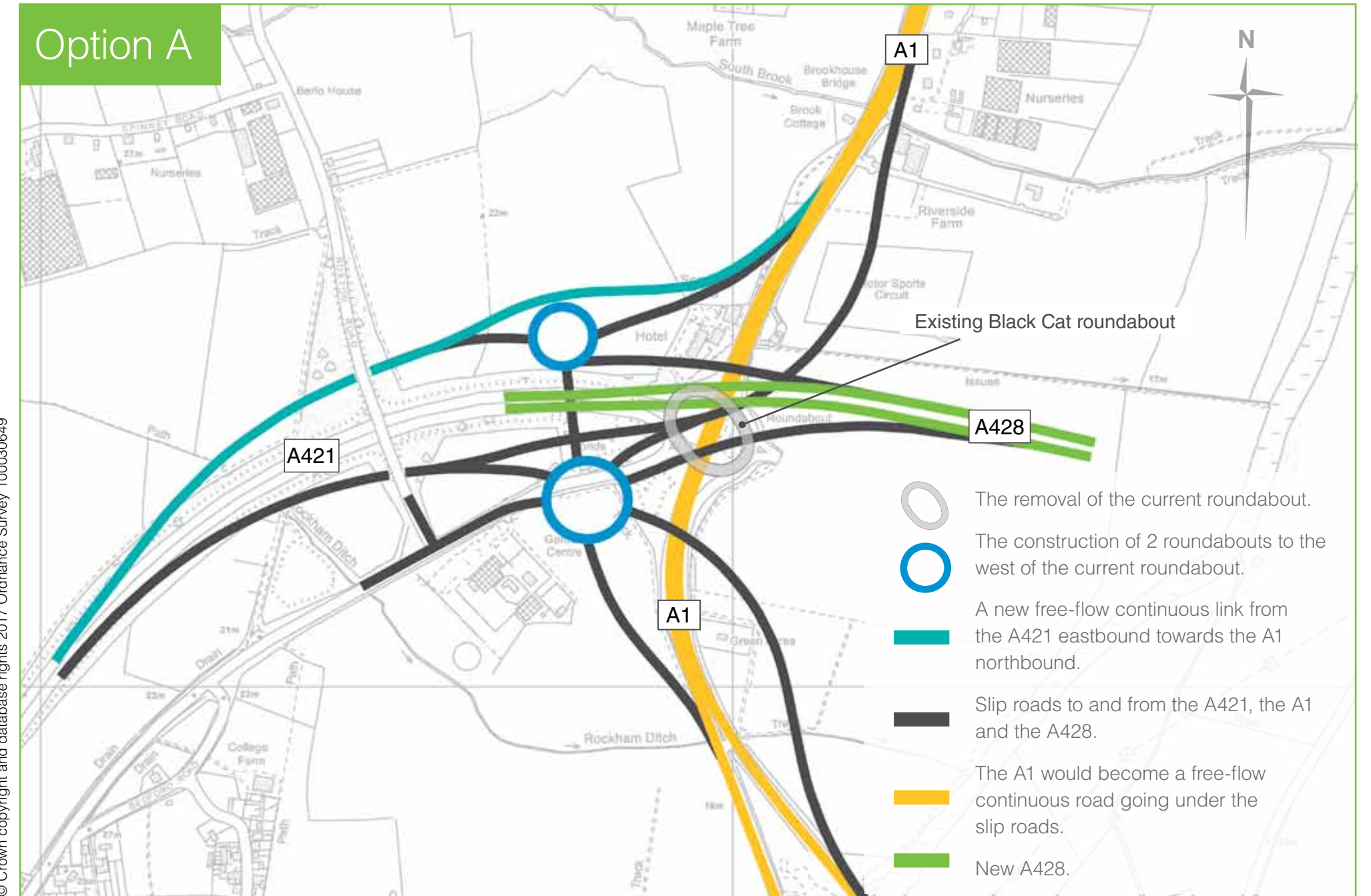
We have been developing options for Black Cat roundabout which would involve a wholly or partly new junction which accommodates all traffic movements between and on the A421/A1. To support these traffic movements and ensure free flow of traffic, we have considered grade-separated junctions.

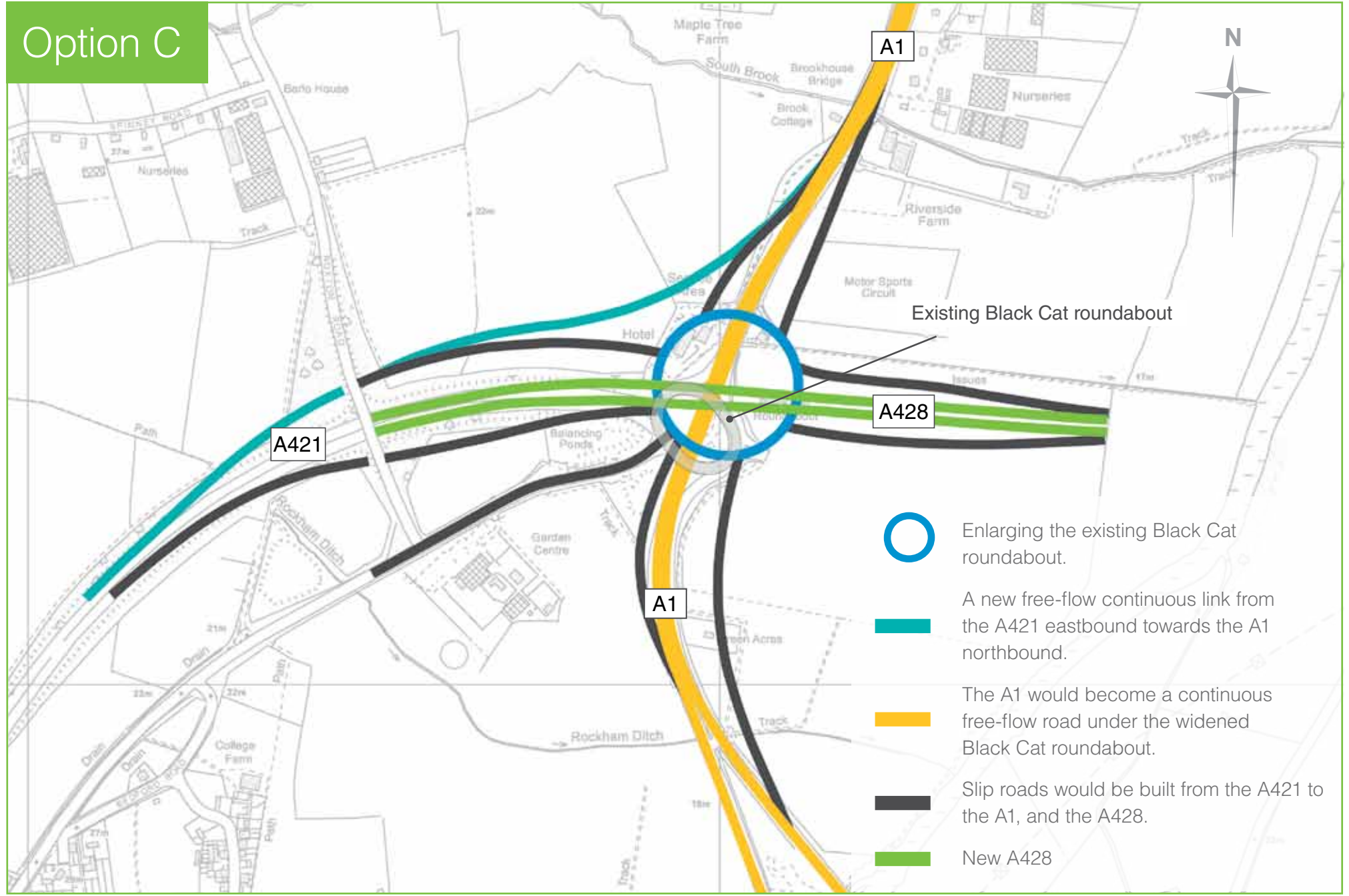
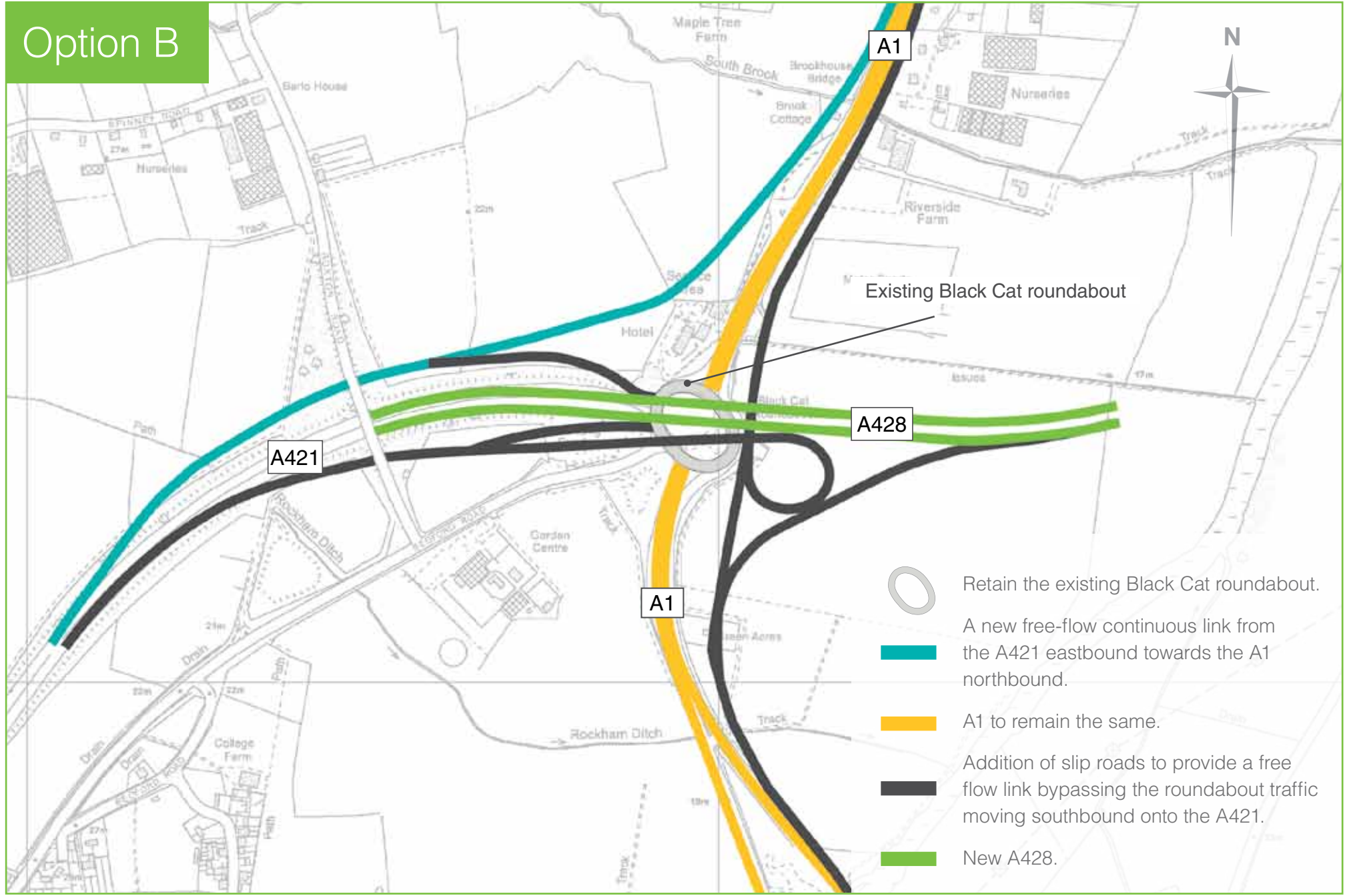
We are consulting on 3 options to improve the Black Cat roundabout.

We need to understand the views of everyone who may use or be affected by the scheme. We are asking you:

- Which is your preferred route option?
- Which is your preferred option for Black Cat roundabout?

The consultation questionnaire can be found at the back of this document.





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How traffic would flow at the new Black Cat roundabout

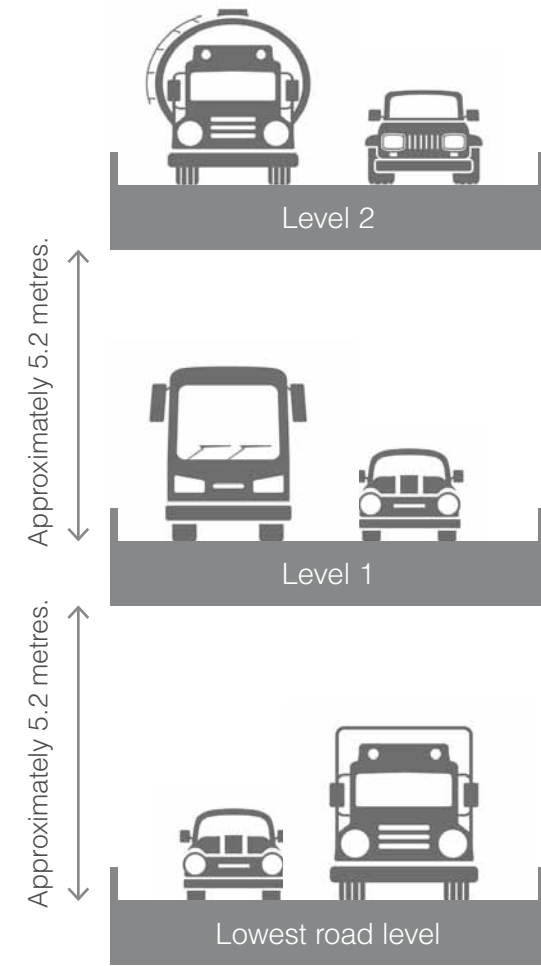
The table below shows how the different options would help the flow of traffic, for example from the A1 to the A421.

Movement	Option A	Option B	Option C
From A421 eastbound to A1 northbound	Drivers would use a new free-flow link that bypasses any new roundabout junction.	Drivers would use a new free-flow link that bypasses the existing Black Cat roundabout.	Drivers would use a new free-flow link that bypasses any new roundabout junction.
From A421 eastbound to A1 southbound	Drivers would exit the A421 using a new slip road and travel through 2 new roundabouts to join onto the A1 southbound.	No change.	Drivers would exit the A421 using a new slip road and travel through the improved Black Cat roundabout to join onto the A1 southbound.
From A1 southbound to A421 westbound	Drivers would exit the A1 southbound carriageway and use a new free-flow link that bypasses any new roundabout junction.	Drivers would exit the A1 southbound carriageway and use a new loop road that bypasses the existing Black Cat roundabout.	Drivers would exit the A1 southbound using a new slip road and travel through the improved Black Cat roundabout to join onto the A421.

Movement	Option A	Option B	Option C
From A1 northbound to A421 westbound	Drivers would use a new slip road before travelling through 1 new roundabout to join a new slip road onto the A421.	No change.	Drivers would exit the A1 northbound using a new slip road and travel through the improved Black Cat roundabout to join onto the A421.
From A1 southbound to A428 eastbound	Drivers would use a new slip road before travelling through 2 new roundabouts to join the new A428 eastbound.	No change.	Drivers would exit the A1 southbound using a new slip road and travel through the improved Black Cat roundabout to join a new slip road onto the new A428.
From A1 northbound to A428 eastbound	Drivers would use a new slip road before travelling through 2 new roundabouts to join the new A428 eastbound.	No change.	Drivers would exit the A1 northbound using a new slip road and travel through the improved Black Cat roundabout to join a new slip road onto the new A428.

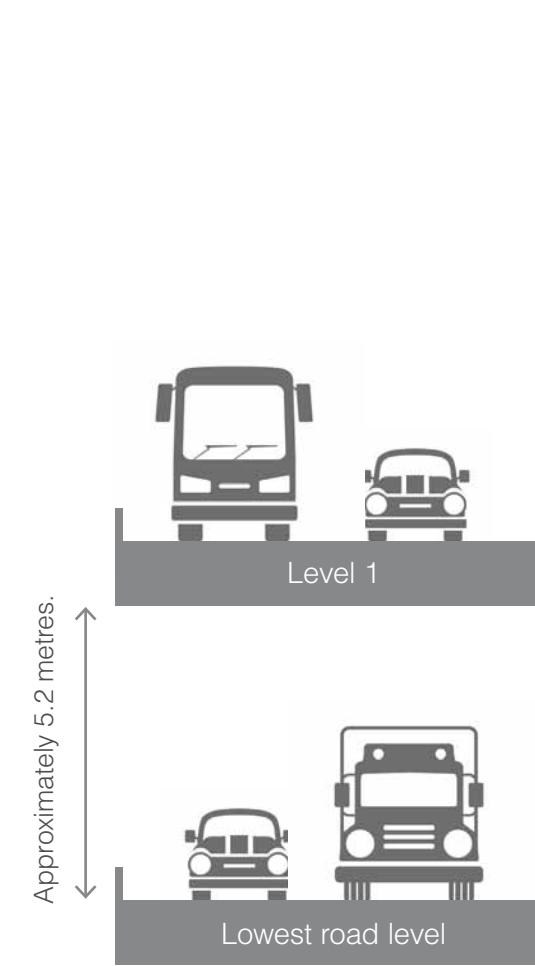
Design considerations at Black Cat roundabout

The options proposed for Black Cat roundabout will have a visual impact. The diagrams demonstrate how the 3 options could look in terms of height and design. Between each road level, there is a height of approximately 5.2 metres.



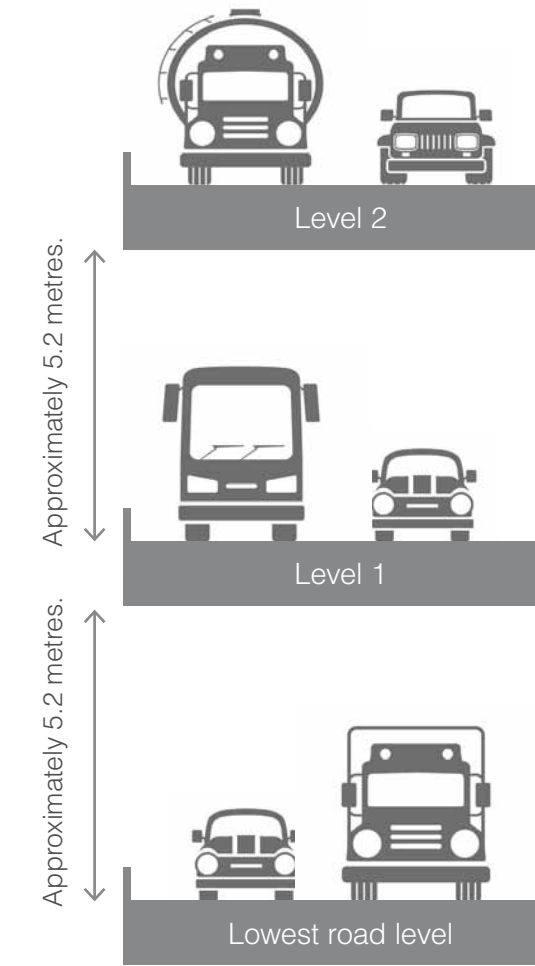
Option A:

The current Black Cat roundabout will become a new grade separated junction with 3 height levels. The A1 will be at the lower road level. The slip roads from the A1 and A428 will be at level 1. The new A428 dual carriageway will be at level 2.



Option B:

The current Black Cat roundabout will become a new grade separated junction with 2 height levels. The A1 and Black Cat roundabout will remain at the lower road level. The new A428 dual carriageway at level 1 will go over the existing roundabout.



Option C:

The current Black Cat roundabout will become a new grade separated junction with 3 height levels. The A1 will be at the lower road level. The enlarged Black Cat roundabout will go over the A1 at level 1. The new A428 dual carriageway at level 2 will go over the widened Black Cat roundabout.

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Comparison of options: Black Cat roundabout

You can find out more about the similarities and differences between the options below. We will carry out more detailed assessments and technical work as the scheme progresses to identify further potential impacts, and how these could be mitigated.

Movement	Option A	Option B	Option C
Air quality	Air quality may improve slightly in the short term as traffic reduces at Black Cat roundabout. Until the bypass is built, there could be increased congestion around Wyboston which could have an impact on air quality. It will also be important to consider air quality at the Air Quality Management Area (AQMA) in St Neots.		
Cultural heritage	Works to Tempsford Bridge could impact on the setting of the nearby scheduled monument. May affect the setting of the listed building to the north of Black Cat roundabout.	May result in the removal of the Grade II Listed building to the north of Black Cat roundabout.	
Archaeology	Potential to affect unknown buried archaeology. Affects areas of known archaeology, including cropmarks, and requires further archaeological investigation.		
Ecology and nature conservation	May impact habitats and species within the River Great Ouse corridor. The area is a habitat enhancement area and we would create additional habitats.		

Movement	Option A	Option B	Option C
Geology and soils	Affects 2 minerals sites. The scheme would therefore need to take into account the programme for mineral extraction.	Has a large area within a minerals site. The scheme would therefore need to take into account the programme for mineral extraction.	Has a small area within a minerals site. It is the least likely to be affected by the programme for mineral extraction.
Noise and vibration	May improve noise levels slightly in the short term to properties around Black Cat roundabout as well as improve noise levels in the Noise Improvement Area (NIA) to the north of Black Cat roundabout. Until the bypass is built, there is likely to be increased congestion at Wyboston which could temporarily impact on noise levels in this area.		
Water	Has an area within the River Great Ouse floodplain and would require floodplain mitigation.	Has the largest area within the River Great Ouse floodplain compared to Options A and C and would likely have the greatest impact on flood risk. Requires floodplain mitigation.	Has the smallest area within the River Great Ouse floodplain compared to Options A and B. Requires some floodplain mitigation.

Public events and information points

To find out more, join us at one of our events. Our team will be on hand to answer your questions.

Events

Location	Date	Time	Address
Wyboston Training Centre	Tuesday 21 March	2pm - 8pm	Oakley Suite, Training Centre, Wyboston Lakes, Great North Road, Wyboston, Bedfordshire MK44 3AL
Cambourne Hub	Thursday 23 March	2pm - 8pm	Cambourne Community Centre, High Street, Cambourne, Cambridgeshire, CB23 6GW
Abbotsley Village Hall	Saturday 25 March	10am - 4pm	High Street, Abbotsley, Cambridgeshire, PE19 6UJ
St Neots Priory Centre	Monday 27 March	2pm - 8pm	Priory Lane, St Neots, Cambridgeshire, PE19 2BH
Stuart Memorial Hall	Friday 31 March	2pm - 8pm	Church Street, Tempsford, Sandy, Bedfordshire, SG19 2AN
Newton Primary School	Saturday 1 April	10am - 4pm	Caxton End, Eltisle, St Neots, Cambridgeshire, PE19 6TL

You can pick up a questionnaire from:

Information points

Location	Address
St Neots Library	Priory Lane, St Neots, Cambridgeshire, PE19 2BH
Papworth Library	Lower Pendrill Court, Ermine Street North, Papworth Everard, Cambridgeshire, CB23 3UY
Cambourne Library	Sackville House, Sackville Way, Cambridge, CB23 6HL
South Cambridgeshire District Council	South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridgeshire, CB23 6EA
Central Bedfordshire Council	Priory House, Monks Walk, Chicksands, Shefford, Bedfordshire, SG17 5TQ
Huntingdonshire District Council	Pathfinder House, St Marys Street, Huntingdon, Cambridgeshire, PE29 3TN
St Neots Town Council	St Neots Customer Service Centre, The Priory, St Neots, Cambridgeshire, PE19 2BH.
Bedford Borough Council	Cauldwell Street, Bedford, MK42 9AP

Next steps and how to respond

Next steps

Your views and comments are important to us and help inform our proposals.

Your feedback together with our ongoing technical analysis will determine which option is most suitable to take forward on the route between Black Cat roundabout and Caxton Gibbet. The detailed proposals will result in a preferred route for the scheme.

For all projects of this nature, known as Nationally Significant Infrastructure Projects, we are required to submit an application to the Planning Inspectorate. This is called the Development Consent Order Process (DCO). We will only be given consent to construct the scheme if the Development Consent is granted.

You can find out more about the DCO process at:

<https://infrastructure.planninginspectorate.gov.uk>

Confidentiality and data protection

Information provided in response to this consultation, including personal information, may be subject to publication or disclosure in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want any information that you provide to be treated as confidential, please be aware that under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

For more information about what information can be requested under the FOIA, see:

[www.https://ico.org.uk/for-the-public/official-information](https://ico.org.uk/for-the-public/official-information)

Highways England will process your personal data in accordance with the DPA and in the majority of circumstances this will mean that your personal data will not be disclosed to third parties.

How to respond

- Complete our online questionnaire:
<https://highwaysengland.citizenspace.com/he/a428-black-cat-to-caxton-gibbet>
- Download a copy of the questionnaire at:
<https://highwaysengland.citizenspace.com/he/a428-black-cat-to-caxton-gibbet>
- Email your response to:
a428blackcattocaxtongibbet@highwaysengland.co.uk
- Post your response and additional material to:
FREEPOST A428 BLACK CAT TO CAXTON GIBBET

The final date we will accept consultation responses is **11:59pm, 23 April 2017**.

We cannot accept responsibility for ensuring responses that are sent to addresses other than those described above are included in the consultation process. All responses must include at least your postcode. Please state whether you are responding as an individual or representing the views of an organisation. If responding on behalf of an organisation, please make it clear who the organisation represents and how the views of members were assembled.



A428 Black Cat to Caxton Gibbet improvements Questionnaire

Please tell us your views by completing this questionnaire.

If you're returning this to us by post, please follow the folding instructions on the back page of the questionnaire and pop it in the post.

The consultation will run from **6 March to 23 April 2017**
The closing date for responses is **11.59pm on 23 April 2017**

1 Name: _____

2 Postcode: _____

If you are responding on behalf of an organisation, please tell us the name of the organisation. Where applicable, please make it clear how the views of members were assembled.

3 Organisation: _____

Optional organisation details: _____

4. To what extent do you agree or disagree with the following statement: 'There is a need to improve the A428 between Black Cat and Caxton Gibbet to reduce congestion problems?'

Please tick one box.

- Strongly agree
 Agree
 Neutral
 Disagree
 Strongly disagree

5. To what extent do you agree or disagree with the following statement: 'There is a need for improvements to the A428 road network between Black Cat and Caxton Gibbet in order to improve safety conditions on the road?'

Please tick one box.

- Strongly agree
 Agree
 Neutral
 Disagree
 Strongly disagree

6. To what extent do you agree or disagree with the following statement: 'There is a need for improvements to the A428 road network between Black Cat and Caxton Gibbet in order to reduce traffic from local roads'.

Please tick one box.

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

7 To what extent do you agree or disagree with the following statement: 'Improvements are needed at the Black Cat roundabout where the A1 currently meets the A421'.

Please tick one box.

- Strongly agree
- Agree
- Neutral
- Disagree
- Strongly disagree

Route Options.

Please refer to the map of the route options on page 18.

8. Do you have a preferred route option?

Please tick one box.

- Yes
- No

8a. If yes, which is your preferred route option?

Please tick one box.

- Orange route
- Purple route
- Pink route

8b. Do you have any other comments on the options we are proposing or anything you would like us to take into consideration?

Options for the Black Cat roundabout

Please refer to the map of the route options on pages 25-27.

9. Do you have a preferred option for Black Cat roundabout?

Please tick one box.

- Yes
- No

9a. If yes, which is your preferred option for Black Cat roundabout?

Please tick one box.

- Option A
- Option B
- Option C

9b. Do you have any other comments on the options we are proposing or anything you would like us to take into consideration?

10. How do you normally travel on the A428/A1/A421 between Black Cat and Caxton Gibbet?

Please tick one box.

- Car
- Public transport
- HGV / LGV
- Walk
- Cycle
- Motorcycle

Other:

11. What is your main reason(s) for using the A428/A1/A421 between Black Cat and Caxton Gibbet?

Please tick one box.

- Regular trip to / from work
- Business / commercial
- Education
- Shopping
- Leisure or entertainment
- Farming operations
- Holiday
- Visiting friends or relations

Other:

12. How often do you use the A428/A1/A421 between Black Cat to Caxton Gibbet?

Please tick one box.

- Every day
- Several times per week
- Once per week
- Once per month
- Every few months

Other:

13. How did you find out about the A428 Black Cat to Caxton Gibbet consultation?

Please tick all that apply.

- Local newspaper
- Parish notice or newsletter
- Letter/leaflet through the door
- Highways England website
- Word of mouth
- Poster

14. Did you attend any of the A428 Black Cat to Caxton Gibbet public events?

- Yes
- No

If yes, which event did you attend:

15. To what extent have you found the consultation materials helpful in informing you about the scheme and our proposed options?

Please tick one box.

- Very helpful
- Helpful
- Slightly helpful
- Not helpful at all

16. Do you have any feedback on the consultation materials and the extent to which they were helpful or not?

17. Gender

Please tick

- Male
- Female
- Prefer not to say

18. Age

Please tick.

- 16-25
- 26-35
- 36-45
- 46-55
- 56-65
- 66-75
- 75+

19. Ethnicity

Please tick.

- Black African
- Asian Chinese
- Asian other
- White other
- Black Caribbean
- Black other
- Asian Indian

Other (please state):

20. Do you consider yourself to have a disability?

Please tick .

- Yes
- No
- Prefer not to say

Thank you for completing this questionnaire.

You can submit your response:



FREEPOST A428 BLACK CAT TO CAXTON GIBBET



a428blackcattocaxtongibbet@highwaysengland.co.uk



www.highwaysengland.citizenspace.com/he/a428-black-cat-to-caxton-gibbet

The consultation closes at
11:59pm on 23 April 2017.

Fold B

Freepost A428 BLACK CAT TO CAXTON GIBBET

Fold A

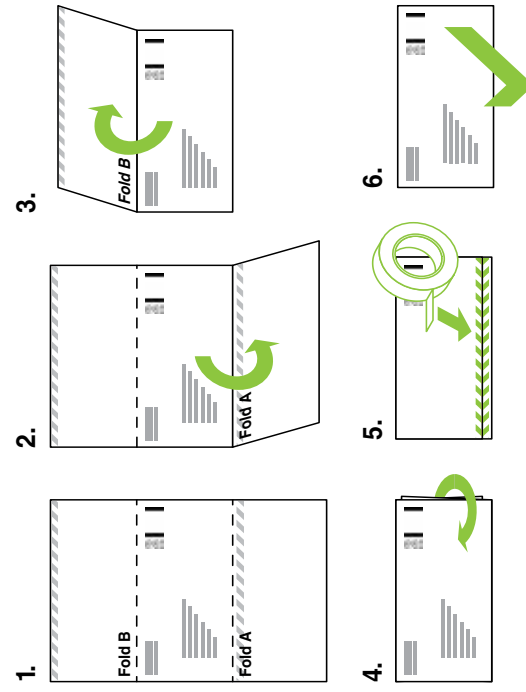
A428 Black Cat to Caxton Gibbet improvements

Folding instructions

Once you've completed the questionnaire please follow these instructions before returning it to us:

1. With the return address facing you...
2. fold the bottom part backwards along Fold A;
3. fold the top part backwards along Fold B;
4. turn the folded questionnaire over; and
5. secure it by sticking clear tape along the length of hatched area.

6. There's no need for a stamp, just pop it in the post.



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