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.
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 modeling, 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.
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.

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

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.

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.
Average delays to journey time (morning peak hours)

Average delays to journey time (evening peak hours)
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).
- East-West Rail which looks to establish a railway connecting East Anglia with central, southern and western England.

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.
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:

1. **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).

2. **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:

- Identify issues and objectives
- Create a long list of options to achieve objectives
- Shortlist options
- Select options for consultation
- Where we are now
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.
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.

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.

Options for consultation: 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.

### Comparison of route options

<table>
<thead>
<tr>
<th>Orange route</th>
<th>Purple route</th>
<th>Pink route</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Length</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Approximately 11.7 miles (18.9km)</td>
<td>Approximately 11.4 miles (18.4km)</td>
<td>Approximately 11.4 miles (18.4km)</td>
</tr>
<tr>
<td><strong>Traffic</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Provides a connection for St Neots which could mean a greater amount of traffic use the new route.</td>
<td>Helps to remove traffic from local roads and near St Neots town centre.</td>
<td>Encourages traffic to shift from other strategic routes going east or west and so would cut traffic on the B1042 and B1046.</td>
</tr>
<tr>
<td>Encourages additional traffic to travel through St Neots to access the new route.</td>
<td>Cuts traffic on the B1042 and B1046.</td>
<td>Leads to more traffic using Ermine Street North (towards Papworth Everard) and Ermine Street South (towards Caxton) instead of the bypass.</td>
</tr>
<tr>
<td>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.</td>
<td>Leads to more traffic using Ermine Street North (towards Papworth Everard) and Ermine Street South (towards Caxton) instead of the bypass.</td>
<td>Potential for traffic to increase during evening peak periods on some local roads to the west of the A1.</td>
</tr>
<tr>
<td>Removes traffic from the current single carriageway and reduces traffic through Bardfield Road, Great Gransden and Little Gransden.</td>
<td>Potential for traffic to increase during evening peak periods on some local roads to the west of the A1.</td>
<td>Potential for traffic to increase during evening peak periods on some local roads to the west of the A1.</td>
</tr>
<tr>
<td>Helps shift traffic away from local roads by encouraging drivers to use the existing dual carriageway of the A421 and A428.</td>
<td>Helps remove traffic from local roads and near St Neots town centre.</td>
<td>Encourages traffic to shift from other strategic routes going east or west and so would cut traffic on the B1042 and B1046.</td>
</tr>
</tbody>
</table>

### Air quality
- 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.
- Potential to impact the setting of 2 deserted medieval villages at Weald and Wintlington, 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.
- 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.
- 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.

### Cultural heritage
- Potential to impact the setting of 2 deserted medieval villages at Weald and Wintlington, 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.
- Potential to impact the setting of 2 deserted medieval villages at Weald and Wintlington, 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.
- 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.
- 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
- There is the potential for unknown archaeological remains.
- 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.
- 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.
- 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 Eltisley, as well as people using Abbotsley Golf Course.
- Visual impact where the junction 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 Eltisley, as well as people using Abbotsley Golf Course.

### Visual impact
- Visual impact where the junction improvements are proposed at Black Cat, Cambridge Road and Caxton Gibbet.
- Visual impact where the junctions improvements are proposed at Black Cat and Caxton Gibbet.
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<table>
<thead>
<tr>
<th>Orange route</th>
<th>Purple route</th>
<th>Pink route</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Ecology and nature conservation</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Habits which could be affected in the area include broadleaved woodland, lowland fen and floodplain grazing marshland.</td>
<td>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). Habits which could be affected in the area include woodland and floodplain grazing pasture.</td>
<td>Located within 0.6 miles (1km) of Weavley 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.</td>
</tr>
<tr>
<td>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 antwater 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.</td>
<td>Located within 3.1 miles (5km) of Little Barford and north of the A428 might experience an increase in noise.</td>
<td>Properties on the northern side of Abbotsley are likely to experience an increase in noise.</td>
</tr>
<tr>
<td>Temporary and permanent loss of agricultural land in the area of the new routes.</td>
<td>Properties on the southern side of Abbotsley are likely to experience an increase in traffic noise.</td>
<td>Properties on the southern side of Abbotsley are likely to experience an increase in traffic noise.</td>
</tr>
</tbody>
</table>

| Geology and soils | | |
| Habits which could be affected in the area include broadleaved woodland, lowland fen and floodplain grazing marshland. | 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). Habits which could be affected in the area include woodland and floodplain grazing pasture. | Located within 0.6 miles (1km) of Weavley 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 next to the River Great Ouse County Wildlife Site (CWS) with the potential for impacts due to direct habitat loss, habitat degradation, changes in antwater 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. | Properties on the northern side of Abbotsley are likely to experience an increase in noise. | Properties on the northern side of Abbotsley are likely to experience an increase in noise. |
| Temporary and permanent loss of agricultural land in the area of the new routes. | Properties on the southern side of Abbotsley are likely to experience an increase in traffic noise. | Properties on the southern side of Abbotsley are likely to experience an increase in traffic noise. |

### Noise and vibration
- 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
- 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
- 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
- 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
- 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.

Option A

The removal of the current roundabout.

The construction of 2 roundabouts to the west of the current roundabout.

A new free-flow continuous link from the A421 eastbound towards the A1 northbound.

Slip roads to and from the A421, the A1 and the A428.

The A1 would become a free-flow continuous road going under the slip roads.

New A428.
Option B

Retain the existing Black Cat roundabout.
A new free-flow continuous link from the A421 eastbound towards the A1 northbound.
A1 to remain the same.
Addition of slip roads to provide a free-flow link bypassing the roundabout traffic moving southbound onto the A421.
New A428.

Option C

Enlarging the existing Black Cat roundabout.
A new free-flow continuous link from the A421 eastbound towards the A1 northbound.
The A1 would become a continuous free-flow road under the widened Black Cat roundabout.
Slip roads would be built from the A421 to the A1, and the A428.
New A428.
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.

<table>
<thead>
<tr>
<th>Movement</th>
<th>Option A</th>
<th>Option B</th>
<th>Option C</th>
</tr>
</thead>
<tbody>
<tr>
<td>From A421 eastbound to A1 northbound</td>
<td>Drivers would use a new free-flow link that bypasses any new roundabout junction.</td>
<td>Drivers would use a new free-flow link that bypasses the existing Black Cat roundabout.</td>
<td>Drivers would use a new free-flow link that bypasses any new roundabout junction.</td>
</tr>
<tr>
<td>From A421 eastbound to A1 southbound</td>
<td>Drivers would exit the A421 using a new slip road and travel through 2 new roundabouts to join onto the A1 southbound.</td>
<td>No change.</td>
<td>Drivers would exit the A421 using a new free-flow link that bypasses the existing Black Cat roundabout.</td>
</tr>
<tr>
<td>From A1 southbound to A421 westbound</td>
<td>Drivers would exit the A1 southbound carriageway and use a new free-flow link that bypasses any new roundabout junction.</td>
<td>Drivers would exit the A1 southbound using a new slip road and travel through the improved Black Cat roundabout to join onto the A1 southbound.</td>
<td>Drivers would exit the A1 southbound using a new slip road and travel through the improved Black Cat roundabout to join onto the A421.</td>
</tr>
<tr>
<td>From A1 northbound to A421 westbound</td>
<td>Drivers would use a new slip road before travelling through 1 new roundabout to join a new slip road onto the A421.</td>
<td>No change.</td>
<td>Drivers would use a new slip road before travelling through 2 new roundabouts to join the new A428 eastbound.</td>
</tr>
<tr>
<td>From A1 northbound to A428 eastbound</td>
<td>Drivers would use a new slip road before travelling through 2 new roundabouts to join the new A428 eastbound.</td>
<td>No change.</td>
<td>Drivers would use a new slip road before travelling through 1 new roundabout to join a new slip road onto the A1 northbound.</td>
</tr>
<tr>
<td>From A1 southbound to A428 eastbound</td>
<td>Drivers would use a new slip road before travelling through 2 new roundabouts to join the new A428 eastbound.</td>
<td>No change.</td>
<td>Drivers would use a new slip road before travelling through 2 new roundabouts to join the new A428 eastbound.</td>
</tr>
</tbody>
</table>
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.
### 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.

<table>
<thead>
<tr>
<th>Movement</th>
<th>Option A</th>
<th>Option B</th>
<th>Option C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air quality</td>
<td>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.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cultural heritage</td>
<td>Works to Tampford 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.</td>
<td>May result in the removal of the Grade II Listed building to the north of Black Cat roundabout.</td>
<td></td>
</tr>
<tr>
<td>Archaeology</td>
<td>Potential to affect unknown buried archaeology. Affects areas of known archaeology, including cropmarks, and requires further archaeological investigation.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ecology and nature conservation</td>
<td>May impact habitats and species within the River Great Ouse corridor. This area is a habitat enhancement area and we would create additional habitats.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Movement</th>
<th>Option A</th>
<th>Option B</th>
<th>Option C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Geology and soils</td>
<td>Affects 2 minerals sites. The scheme would therefore need to take into account the programme for mineral extraction.</td>
<td>Has a large area within a minerals site. The scheme would therefore need to take into account the programme for mineral extraction.</td>
<td>Has a small area within a minerals site. It is the least likely to be affected by the programme for mineral extraction.</td>
</tr>
<tr>
<td>Noise and vibration</td>
<td>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.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Water</td>
<td>Has an area within the River Great Ouse floodplain and would require floodplain mitigation.</td>
<td>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.</td>
<td>Has the smallest area within the River Great Ouse floodplain compared to Options A and B. Requires some floodplain mitigation.</td>
</tr>
</tbody>
</table>
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

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

### Information points

You can pick up a questionnaire from:

<table>
<thead>
<tr>
<th>Location</th>
<th>Address</th>
</tr>
</thead>
<tbody>
<tr>
<td>St Neots Library</td>
<td>Priory Lane, St Neots, Cambridgeshire, PE19 2BH</td>
</tr>
<tr>
<td>Papworth Library</td>
<td>Lower Pendrill Court, Ermine Street North, Papworth Everard, Cambridgeshire, CB23 3UY</td>
</tr>
<tr>
<td>Cambourne Library</td>
<td>Sackville House, Sackville Way, Cambridge, CB23 6HL</td>
</tr>
<tr>
<td>South Cambridgeshire District Council</td>
<td>South Cambridgeshire Hall, Cambourne Business Park, Cambourne, Cambridgeshire, CB23 6EA</td>
</tr>
<tr>
<td>Central Bedfordshire Council</td>
<td>Priory House, Monks Walk, Chicksands, Shefford, Bedfordshire, SG17 7TQ</td>
</tr>
<tr>
<td>Huntingdonshire District Council</td>
<td>Pathfinder House, St Marys Street, Huntingdon, Cambridgeshire, PE29 3TN</td>
</tr>
<tr>
<td>St Neots Town Council</td>
<td>St Neots Customer Service Centre, The Priory, St Neots, Cambridgeshire, PE19 2BH.</td>
</tr>
<tr>
<td>Bedford Borough Council</td>
<td>Cauldwell Street, Bedford, MK42 9AP</td>
</tr>
</tbody>
</table>
Confidentiality and data protection

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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.

Next steps and how to respond

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: http://infrastructure.planninginspectorate.gov.uk

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How to respond

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The consultation will run from 6 March to 23 April 2017

The closing date for responses is 11.59pm on 23 April 2017

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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

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 page 18.

9. Do you have a preferred route 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
   - Other:

14. Did you attend any of the A428 Black Cat to Caxton Gibbet public events?
   Please tick.
   - 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?
   Please tick all that apply.
   - Local newspaper
   - Parish notice or newsletter
   - Letter/leaflet through the door
   - Highways England website
   - Word of mouth
   - Poster
   - Other:

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+
   - Prefer not to say

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.
Folding instructions

Once you have 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;
5. Secure it by sticking clear tape along the length of the hatched area.
6. There's no need for a stamp, just pop it in the post.

Freepost RSAS-ZGKK-CSUL
A12  J19-J25  Consultation Lateral 8 City Walk  Leeds LS11 9AT