

# CTC right to ride network

working for all cyclists at the local level



The Planning Inspectorate  
3/18 Eagle Wing  
Temple Quay House  
2, The Square  
Bristol  
BS1 6PN

A14CambridgetoHuntingdon@pins.gsi.gov.uk

Please reply to:

Rupert Goodings  
CTC Representative  
2, The Willows; Camside  
Cambridge; CB4 1NA  
Tel: 01223 851549  
rg-ctc@ecotel.demon.co.uk

9<sup>th</sup> June 2015

Dear Sirs,

***A14 Cambridge to Huntingdon Improvement Scheme  
Written submission (ID: 10030592) detailing essential changes to the  
application that we recommend be included as formal conditions  
of any development consent order***

I am writing as the Cyclists' Touring Club Representative for Cambridge City and Cambridgeshire to raise a series of issues and concerns with the current application for the A14 Cambridge to Huntingdon Improvement Scheme. These issues and concerns relate to important design faults and omissions in the applicants plans and to areas where the plans need to be improved. **Accordingly, I request that if consent is granted for this scheme, it should be only be granted as "consent with conditions" and all the issues listed in this letter should be included in the conditions that form part of such consent.**

I have previously registered as an interested party for the scheme (ID: 10030592). I have also made a previous detailed submission to the applicant as part of the pre-application consultation. This letter includes several references to that earlier submission and I ask for all of that earlier submission to be considered together with the new and updated comments in this letter.

This letter is primarily concerned with the elements of the scheme that affect Non-Motorised Users (NMUs), with a particular interest in the cycling elements. I argue that NMU provision must be an integral and core part of the scheme. It is no longer acceptable for these major road schemes to treat NMU provision as an optional element; nor is it acceptable for the NMU elements to be compromised or otherwise poorly implemented. This scheme should be revised to better address the needs of NMUs with a larger share of the budget: at least 5% of the budget should be dedicated to NMU elements.

In addition, the scheme should include more efforts to reduce the historic impact of the old A14 road, including more efforts to reduce volumes of motor traffic remaining on that road.

Right to Ride is CTC's volunteer campaign network – working for all cyclists at the local level.

Patron: Her Majesty The Queen - President: Jon Snow - Chief Executive: Gordon Seabright  
Cyclists' Touring Club (CTC): A company limited by guarantee, registered in England no.25185. Registered as a charity in England and Wales No 1147607 and in Scotland No SC042541.  
CTC Charitable Trust: A company limited by guarantee, registered in England no.5125969. Registered as a charity in England and Wales No 1104324 and Scotland No SC038626.

Let me remind you that this requirement to make better provision for cycling as a form of transport is part of current government policy. The recent National Policy Statement for National Networks (Department of Transport; 2014) section 3.17 states:

*3.17 There is a direct role for the national road network to play in helping pedestrians and cyclists. The Government expects applicants to use reasonable endeavours to address the needs of cyclists and pedestrians in the design of new schemes. **The Government also expects applicants to identify opportunities to invest in infrastructure in locations where the national road network severs communities and acts as a barrier to cycling and walking, by correcting historic problems, retrofitting the latest solutions and ensuring that it is easy and safe for cyclists to use junctions.** [bold emphasis added]*

The current application contains many good elements for NMUs and these proposals are broadly welcomed. But the application also contains many lacunae that must be remedied in order for the application to fully meet the level of provision implied by that quote. The following elements are noted as the main areas that need improvements:

1. The provision of new cycle routes alongside the A14 north of Cambridge City as an essential alternative to using the widened A14.
2. A more comprehensive set of plans for the old A14 between Swavesey and Huntingdon, including a reduction in the capacity of the road and many more changes to undo and correct the historic NMu problems caused by this old road.
3. A redesign and expansion of the planned NMu elements in Huntingdon to deal with the higher levels of motorised traffic that will occur as result of the removal of the railway flyover.

The first part of this letter discusses each of these major issues in turn. I then move onto more detailed NMu issues.

## **1 Provision of alternative Cycle Routes north of Cambridge City**

There is a strong desire line for cyclists along the line of the A14 to the north of Cambridge City. The current plans must be revised to include two new NMu/cycle routes along the line of the A14 for cyclists and other NMUs for whom the A14 road is clearly unsuitable. Two new off-road links should be provided as part of the proposed scheme:

1. A link between Girton village and Histon village running parallel with the A14 on the north side, with an intermediate connection to the existing accommodation bridge at the mid point.
2. A link between Histon village and Milton again running parallel with the A14 on the north side, with an intermediate connection to the busway NMu path and/or to Mere Way byway.

The current plans make no provision for either of these new routes. I note that the A14 can legally be used by cyclists to make these desire line connections. But in practice the road is clearly unsuitable for use by cyclists due to the high speeds and high volume of traffic. These new cycle routes must therefore be included as an integral part of the scheme.

There is also a strong legal case for these new routes because the applicant has proposed a Traffic Regulation Order (TRO) to prohibit cycles from using the new section of A14 between Bar Hill and Brampton because the new road will be unsuitable for cyclists. Clearly, the

same TRO considerations apply to the widened section of A14 between Bar Hill and Milton. The proposed TRO should be extended to prohibit cyclists from this section and therefore (as a direct consequence) the applicant must revise the plans to provide an alternative route for NMUs to replace the use of the A14 which would be removed by the TRO.

The failure to provide these essential alternative routes for NMUs is unacceptable and is in clear contradiction of the statement I have quoted from the National Policy Statement. I understand that the applicant may justify excluding these essential NMU routes because they expect them to be created in the future as part of other unconnected developments along the A14 corridor. But unless there is a legal commitment already in place to build these routes in time any such claims should be dismissed. It is unacceptable to defer the building of these new NMU routes: they must be included now, as an integral part of the proposed scheme.

The need for these new NMU routes formed part of my earlier comments and it is disappointing to find that the applicant has not included these important routes in the revised plans. I object to the application unless these routes are included and I therefore request that these two new cycle routes are included as a mandatory condition if the development consent is granted.

## **2      *More comprehensive plans for the old A14***

The application contains inadequate plans for “detrunking” of the old A14. This is a serious omission for two major reasons:

1. The plans for Huntingdon include removal of the railway flyover and this means that the capacity of the old A14 must be reduced to reflect this loss of capacity in Huntingdon. If the full capacity of the old A14 is maintained (as is currently proposed) this will result in excessive volumes of traffic in Huntingdon, in particular along the southern section of the ring road and along Brampton Road.
2. The existing road is a major example of a historic problem that should now be corrected as part of this scheme. When the current A14 was created, the road became more and more unsuitable for NMUs. But no suitable alternative NMU route was provided. It is essential that this historic wrong is corrected: a segregated NMU route should be created along the full length of the old A14 road between Swavesey junction and Huntingdon to restore that missing desire-line connection for NMUs.

In my earlier letter, I proposed that the old A14 between Swavesey junction and Huntingdon should be changed from a dual carriageway to a single carriageway road. I further suggested that the removed portions of the carriageway (either 1 complete side of the dual carriageway, or half of each carriageway) could then be converted into a new high quality segregated route for NMUs thereby creating the needed NMU route.

I argue that changing the road to a single carriageway is an essential change: this reduction in road capacity is the best way to control and reduce the traffic volumes and thereby reduce the potential impacts [of this extra traffic] on the roads in Huntingdon. If the road is maintained as a dual carriageway, it is likely that a significant proportion of through traffic will continue to use the old A14 (especially for traffic heading north on the A1). And as a direct consequence Huntingdon will suffer unacceptable levels of congestion.

Regardless of the need for reducing the capacity of the old A14, the plans for the old A14 should be expanded to restore the NMU rights of way that were effectively removed by the

old A14. This requires the creation of a new segregated NMU route along the full length of the old A14 between Swavesey junction and Huntingdon. It should also include new crossings of the road to restore severed bridleways and footpaths.

I object to the application unless more comprehensive plans for the old A14 are included and I therefore request that these missing elements are included as a mandatory condition if the development consent is granted.

### **3 Revised and improved plans for Huntingdon**

The application contains inadequate plans for mitigating the impacts of the A14 road changes in Huntingdon that will result in increased volumes of motorised traffic on the ring road and on Brampton Road and on many other adjacent roads.

The issues in Huntingdon are closely related to the previous point about the need to reduce the capacity of the old A14. But the changes detailed here apply regardless of that issue.

I think the old A14 should be reduced from dual to single carriageway because a decision to maintain a dual carriageway will introduce a grossly excessive volume of motorised traffic per day into Huntingdon. But even if this important reduction in road capacity is accepted, the level of traffic on Huntingdon roads will still increase significantly. The plans submitted by the applicant have an unacceptable level of provision for NMUs in Huntingdon to mitigate even this lesser increase. There are two linked issues:

1. A need for new and improved NMU facilities to be created along the ring road and Brampton Road, partly to mitigate the expected increase in traffic and partly to provide better links to the new NMU facilities that are otherwise proposed.
2. To redesign and improve the NMU provision along the line of the A14 tails (i.e. the new terminations of the old A14); specifically redesigned NMU junctions and crossings that involve more direct lines for the NMU routes and fewer stages per road crossing.

The applicant has only proposed to create new cycle routes alongside the tail of the old A14. This is an inadequate proposal: these new routes need to be expanded to create a usable network of fully connected routes by adding new routes alongside the ring road and along Brampton Road. New and/or improved segregated cycle routes (either segregated cycle lanes, or segregated off-road routes) must be added to the plans as follows:

- Major improvements are needed to the shared use NMU path along the southern side of the Ring Road from the Brampton Road junction to the Godmanchester junction (the old river bridge). A new wider segregated NMU route should be created along all of Walden Road and Castle Moat Road to provide the desire line connection from Brampton Road to the bus station and to the old river bridge into Godmanchester. These routes should link into the existing cycle path across the meadows from the railway station.
- Major improvements are needed to the shared NMU route along the northern side of Brampton Road from the Ring Road to the Hinchingsbrooke Way underpass. A new wider segregated route should be created to connect from the Ring Road to the railway station and on to Hinchingsbrooke School and to connect into the existing routes.

- Extensive improvements are needed to NMU provision along Ermine Street to mitigate the additional traffic that will result from the A14 tails. Some “rat running” motor vehicles is likely to use Edison Bell Way and Ermine Street to traverse Huntingdon especially if/when Brampton Road is gridlocked.

Separately, the large and busy new junctions that are being proposed to handle the redirected traffic to and from the old A14 flyover need to be redesigned to create a better provision for cyclists and pedestrians. The following changes are needed:

- The new major crossroads on Brampton Road (the junction with Edison Bell Way and the new A14 tail) should be redesigned to allow diagonal NMU movements that require fewer crossing stages. Currently up to 5 separate stages are required and the islands and crossings should be redesigned so that a maximum of 3 stages are required for a diagonal NMU crossing. The crossing redesign should aim to reduce the capacity of the junction for motor vehicles as a desirable side effect.
- The new road junction at the railway station should be redesigned to replace the current two stage NMU crossing with a single stage crossing. As part of this change, the plans should also reduce the number of traffic lanes to create a shorter crossing.
- I argue that the junctions should be redesigned as part of a wider effort to reduce the road capacity (for motorised transport) on the whole of the Mill Common link road. For example, the current plans show 3 lanes on the southern approach to the railway junction: this is excessive and should be reduced to 2 lanes.
- The new NMU routes that are proposed on both sides of the new Mill Common Link Road between Brampton Road and the Railway Station should be high capacity segregated routes, with 3m width for cycles and 2m width for pedestrians. The needed extra width is obtained by reducing the number of lanes (see above).

I object to the application unless these new and improved NMU facilities are included and I therefore request that these are all included as a mandatory condition if the development consent is granted.

#### **4 Detailed NMU aspects**

This final section of my letter details a series of detailed NMU aspects where the plans show some new NMU provision, but where the plans either lack important details and/or the plans appear to propose an unacceptable quality of provision.

I accept that many of these details do not form part of the submitted plans because the application is at an early stage of development. But it is important that all of these elements are designed to a high standard when the development proceeds. In particular:

- Improvements to the new NMU paths proposed alongside the local access roads between Girton and Bar Hill ;
- The need for better double sided cycle lanes on the new minor road bridges of the new A14 (the bridges near Brampton, Offord, Hilton and Connington);
- The need for better NMU provision north of Buckden to create new leisure cycle routes;
- Design changes to mitigate the increased motor traffic “rat-running” via Hilton.

I ask that all of these detailed aspects are included as a condition of the consent: see below for more details on each issue.

#### **4.1 Improvements to the new NMU paths between Girton and Bar Hill**

The submitted plans do not provide sufficient details of the new NMU paths alongside the local access roads between Girton and Bar Hill. The follow details are based on my understanding from earlier discussions with Highways Agency representatives.

- I understand that a path width of 4m is proposed. This width is a good and acceptable level of provision, but it is important that this full width is maintained for the complete route. This width of path must be a condition of any consent.
- I further understand that the path will be positioned immediately adjacent to the carriageway with less than 1m spacing and with no separation barrier. This is not an acceptable level of provision and the spacing should be increased and a separation barrier added. I recommend a minimum separation of 2m with the wider spacing being used to create a sound and light separation barrier (e.g. a hedge or fence). *The light barrier is particularly important to avoid night time dazzle for cyclists. Dazzle is a particular problem for a 2-way cycle path (as proposed) because cycles in one direction are directly facing the traffic headlights. Even if motorists dip their lights for approaching cycles, the dipped beam is still angled towards the cyclist.*

#### **4.2 Improvements to the new NMU paths on minor road bridges over the new A14**

The submitted plans show a series of new road bridges crossing the new A14. These roads are leisure cycle routes and without suitable mitigation, these new bridges will create a hazard for cyclists due to the reduced sightlines caused by the dome of the bridge.

The current plans show a single-sided shared use NMU path but this is not an acceptable level of provision for most cyclists using these new bridges. Cyclists going in the “wrong” direction would be required to cross the road twice. Even cyclists going in the “right” direction would be required to slow and risk conflicts with pedestrians and horses.

All of the following new bridges should be redesigned to include double sided cycle provision, with 1.5m wide mandatory cycle lanes on both sides:

- Brampton-Grafham Road bridge (new bridge on Brampton Road)
- B1043 bridge north of Offord Cluny
- B1040 bridge “Potton Road bridge”
- Hilton Road bridge
- Connington Road bridge

All of these new bridges must be redesigned to widen the deck to provide enough space for mandatory cycle lanes on both sides with a minimum width of 1.5m for both lanes. Both of these cycle lanes should be extended (as mandatory cycle lanes) for at least the full length of the ramps on both sides of the bridge. For avoidance of doubt, this requirement for cycle lanes applies to all these bridges: on bridges that are carrying a diverted footpath or diverted bridleway a separate off-road path is also needed for pedestrians and horses as well as the on-road cycle lanes described here.

It is particularly disappointing that a single sided shared use path is proposed for the new Brampton-Grafham (Brampton Road) bridge. This road is a major NMU leisure route and is

also a Sustrans route. Hence the full provision of dual on-road cycle lanes plus a separate off-road path (for pedestrians and horses) is needed on this bridge.

#### **4.3 Buckden NMU path improvements**

The revised plans show the creation of new cyclepaths alongside the realigned roads north of Buckden (specifically alongside Brampton Road and alongside Buckden Road/B1514). The plans also show a surfaced byway from the A1 access road across to Grafham Road. These are welcome proposals that reflect the existing need for better NMU routes in this location. But the proposals need to be more detailed and/or expanded to create a fully connected set of NMU routes. The following details should be added or confirmed:

- The new NMU paths alongside Brampton Road and alongside Buckden Road/B1514 should be at least 2.5m wide.
- The plans state that the “Byway will be improved as required to be fit for use by vehicles”. It is not clear what is intended for this Byway. The proposed resurfacing of the Byway is a desirable upgrade that should be designed to provide a long term surface for use by all NMUs. If the surface is designed for use by motor vehicles, this should only be for a short term use to support the construction of the new A14 and when the construction is complete the Byway should be restricted to NMU use only.
- The plans should be extended to include an NMU connection to Buckden village. There is an existing path on the east side of the A1 and this should be upgraded to a minimum width of 2.5m to provide a higher quality connection between the new NMU path alongside Brampton Road and Buckden village.

#### **4.4 Design changes to reduce the risk of rat-running via Hilton**

The proposed access to the new A14 from the A1198 is expected to lead to a significant increase in the volume of motor traffic using local roads to access this junction. In particular, significant numbers of motor vehicles are expected to access this junction from St Ives via the B1040 and the village of Hilton. Three changes are needed to deal with this new flow of motor traffic:

- The plans should include additional measures in Hilton (e.g. width restrictions, or similar measures) to discourage motor vehicles from using this route.
- The minor road between Hilton and the A1198 is an important leisure cycle route. The plans should therefore be revised to include a TRO to prohibit larger vehicles from using this route and to limit speeds to 50mph or less.
- The plans should include a short (200m) section of off-road NMU path alongside the A1198 near to Lattenbury Bridge. This short section of NMU path is needed to provide a safe connection for cyclists traversing the A1198 to connect from Graveley Way (to/from Hilton) to Barnfield Lane (to/from Graveley).

### **5 Recap and update of previous written submission**

I ask that you also refer to my earlier written submission to the Highways Agency where I detailed a series of issues with the original plans. Some of these concerns have been addressed in the latest plans, but many of them have not been adequately resolved.

To assist you, I have copied Annex A from that earlier letter into Annex A in this letter with new updates to show which issues have been adequately resolved in the applicant's revised plans and which issues remain unresolved.

I ask that all the unresolved comments from that earlier letter, plus all the updates, are considered as formal comments and objections as part of this new letter.

## **6 Conclusion**

I do not object to the new A14 road that is proposed to replace the existing A14 between Cambridge and Huntingdon. Nor do I object to the widening of the existing A14 around Cambridge.

But I strongly object to several important details of the current application where the plans do not adequately reflect the needs of Non-Motorised Users and fall well short of Government policy in this respect. I have listed three main areas of omission and a series of detailed design issues in this letter. The current proposal is unacceptable from an NMU perspective unless all of these issues are fully addressed.

I ask that you respond to these objections by imposing a comprehensive set of conditions on the applicant to ensure that all of these NMU design changes are incorporated into the design before construction is started. I have suggested that this can be achieved by granting "consent with conditions" with all of these issues included in those conditions.

If consent is granted, this A14 development will be one the largest infrastructure developments in the country. The location of this development makes it a prime candidate to demonstrate the relevant Government policy (as quoted in in the National Policy Statement for National Networks) but this will only happen if all of these important improvements to the NMU provision are added as conditions of the consent.

I argue that the UK needs to greatly increase the level of investment in more sustainable modes of transport, with cycling provision as a major and core part of that needed investment. For this project, I argue that at least 5% of the budget should be allocated to NMU provision and this level of funding would be sufficient for all of the improvements that are detailed in this letter.

During the preliminary meeting, I asked you to consider convening a specific hearing to examine the various NMU proposals – both from CTC and others. I repeat that request here and I would like to speak at that hearing. I am ready to work with you and Highways England to try to find an acceptable resolution to all the issues detailed in this letter.

I urge you to take the opportunity that this development presents and create a better legacy for all our future generations.

Yours faithfully

Rupert Goodings  
CTC Cambridge

## ANNEX A – OPEN ISSUES FROM EARLIER SUBMISSION

### **UPDATED** Detailed comments on consultation plans

This annex contains detailed comments on the outline plans. ~~The comments include all of the Objections detailed in this letter and describe exactly where these objections apply.~~

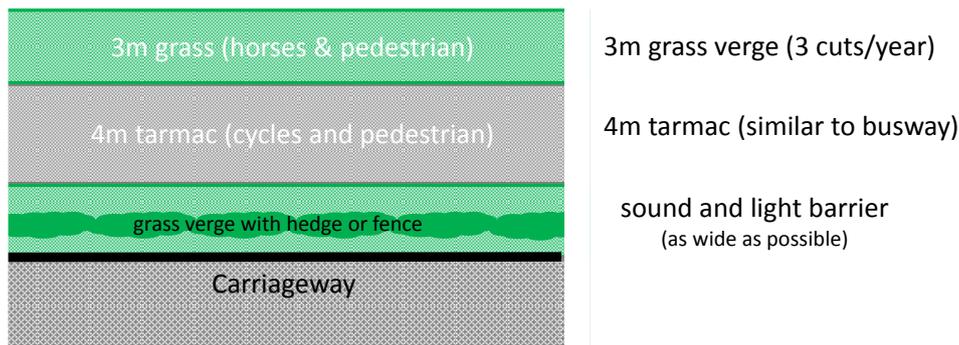
THIS ANNEX IS AN UPDATED VERSION OF ANNEX A FROM MY PREVIOUS LETTER SENT TO THE HIGHWAYS AGENCY DATED 11 June 2014.

THE ANNEX HAS BEEN UPDATED TO SHOW WHICH COMMENTS HAVE BEEN RESOLVED AND WHICH REMAIN UNRESOLVED. ALL UPDATES ARE SHOWN IN BOLD TEXT WITH YELLOW HIGHLIGHT (AS HERE).

### A.1 GENERAL COMMENTS

#### ***New NMU paths alongside local access roads***

All of the proposed NMU paths alongside the local access roads need to be high quality routes. All the proposed routes are one-side only and hence should be designed as bidirectional lanes. This requires the following section:



The hardtop section should be 4m wide tarmac with at least 1m of grass verge from the carriageway. The wider verge should include a hedge or similar sound & light barrier: this is needed to reduce to reduce night time dazzle from headlights. This barrier also helps to mitigate the noise and other impacts of fast traffic.

A separate 3m grass strip is also needed for all routes that may have equestrian use.

**PARTLY RESOLVED. DETAILED SECTIONS NOT AVAILABLE. I UNDERSTAND THE PROPOSED SECTION HAS A TARMAC WIDTH OF 4m – IF CORRECT THIS IS GOOD. BUT I ALSO UNDERSTAND THAT A NARROW VERGE WITH NO SOUND AND LIGHT BARRIER IS PROPOSED – IF THIS LATTER UNDERSTANDING IS CORRECT THIS IS NOT ACCEPTABLE.**

#### ***NMU Crossings of local access roads***

Controlled crossings of the local access roads should be used where possible. Controlled crossing should be used if vehicle numbers and/or vehicle speeds are too high to allow safe crossing.

NMU crossings on the arms of roundabouts should not usually need a controlled crossing, but central islands should be included on all such crossings to provide a refuge and allow

crossing in two stages. The refuge should be large enough for large cycles: a 2m by 3m area is recommended.

**MOSTLY RESOLVED. CONTROLLED CROSSINGS AND ROUNDABOUT ISLANDS HAVE BEEN ADDED IN THE LATEST PLANS.**

## **A.2 DETAILED/SPECIFIC COMMENTS**

These following detailed comments are grouped by reference to the relevant drawing number: Proposed\_Scheme\_GA\_P0\_XX.pdf; where XX is the sheet number used below.

**Comments in bold font indicate a major comment that is related to one of the Objections listed in the main letter.**

### ***SHEET 24: Milton Junction***

Comment 1. The plans show a service track connecting to Mere Way. It would be useful if this could be extended to provide an NMU connection from Mere Way to Milton.

**COMMENT 1 NOT RESOLVED REMAINS A MAJOR UNRESOLVED ISSUE. OBJECTION 1 IN THIS LETTER.**

### ***SHEET 23: Histon Junction***

**[OBJECTION 3]: Comment 1: The A14 plans must include some provision to support the addition of a new NMU route along the north side of the A14 between Histon and Girton. This new route is needed to connect Girton to Histon (specifically from Girton Road bridge to the Histon Junction NW corner). This new route will also connect into the NW Cambridge development via the Woodhouse accommodation bridge. The A14 scheme should reserve the needed land for this new route and should also include all the sections that interact with the A14 scheme: specifically the scheme should include the tail of the route at the Histon junction. The Histon junction connection can either be a high level connection to the B1049 cycle paths; or a low level connection into Station Road. (see also Sheet 22/Comment1)**

**COMMENT 1 NOT RESOLVED. MAJOR OMISSION AND STILL A MAJOR OBJECTION. OBJECTION 1 IN THIS LETTER**

Comment 2: The existing signal controlled crossings of all the slip roads must be improved as part of the planned widening. The crossing points should be improved with better swan-neck approaches to the crossing points and more space for cyclists to wait. Histon Road is one of the busiest commuter routes into Cambridge and high quality NMU crossings are essential.

**COMMENT 2 NOT RESOLVED. NO IMPROVEMENTS ARE SHOWN IN LATEST PLANS.**

Comment 3: The scheme should also support the addition of a second new NMU that connects from Histon Junction NE corner into Mere Way (or alternatively connect to the busway cyclepath) by creating a new NMU path along the north side of the A14. Mere Way is the preferred alternative because this provides an indirect connection to the busway cycle path and a direct connection may be more difficult (because the busway cycle path is on the east side). Mere Way also provides an off-road connection to Landbeach.

**COMMENT 3 NOT RESOLVED. MAJOR OMISSION AND STILL A MAJOR OBJECTION. OBJECTION 1 IN THIS LETTER.**

### ***SHEET 22: Histon to Girton***

**[OBJECTION 3]: Comment 1: The A14 plans must include provision for a new NMU route to connect from Girton Road bridge to the Histon Junction NW corner along the north side of the A14. This should also connect to the existing Woodhouse accommodation bridge thereby providing an important new NMU connection and a new connection into the North Cambridge (NIAB site) development. (see also Sheet 23/Comment 1)**

**COMMENT 1 NOT RESOLVED. MAJOR OMISSION AND STILL A MAJOR OBJECTION OBJECTION 1 IN THIS LETTER.**

### ***SHEET 21: Girton Interchange***

**[OBJECTION 1]: Comment 1: The new NMU route starting from Huntingdon Road and continuing on south side of slip road to connect into local access road is welcome. But the proposed quality of the route is not acceptable. The proposed new NMU path alongside the local access road must be built to a higher standard as detailed in Objection 1. The proposed arrangement is too close to the carriageway. The design needs to include some light and sound screening between the path and the carriageway for the whole of this section.**

**COMMENT 1 PARTLY RESOLVED. SEE UPDATES IN ANNEX A1 (ABOVE)**

**[OBJECTION 2]: Comment 2: Need to add a signal controlled crossing of Huntingdon Road at the eastern end of cycle path.**

**COMMENT 2 APPEARS TO BE RESOLVED. PLANS SHOW A NEW SIGNALLISED CROSSING.**

Comment 3: The new NMU route starting from Girton Accommodation bridge and then continuing on the north side of A14 to the Dry Drayton bridge is welcome. But some further details need to be included, in particular:

- a) need to upgrade Girton FP4 to bridleway status at least from Huntingdon Road to the accommodation bridge to allow use by cyclists to connect from Huntingdon Road and to connect into Girton (see (b)).
- b) need to add the missing cycle connection into Girton (into Weavers Way or into St Vincents Close) to complete the connection into Girton for cyclists.
- c) need to provide an additional section of segregated/off-road cycle lane along the north side of Huntingdon Road to connect the end of FP4/new bridle path to the new NMU route on the south side of Huntingdon Rd. This should connect into a new signal controlled crossing - see comment 2 above.

**COMMENT 3 RESOLVED. LATEST PLANS SHOW THE MISSING LINKS**

Comment 4: The plans show the Madingley BW6 being severed by the new A14 access ramp. This severance is not necessary and the plans should maintain BW6 along the existing line by including a box culvert underpass on the access ramp. The resulting BW 6 can then connect more directly into the new NMU path on the south side of the local access road. This would provide a better desire line for walkers and cyclists between Madingley and Girton.

**COMMENT 4 RESOLVED BY CREATION OF NEW BRIDLEWAY FROM MADINGLEY ACCOMMODATION BRIDGE TO GIRTON FOOTPATH 5**

Comment 5: When combined with Comments 3 & 4 above there is a near restoration of the NMU route into Girton via Washpit Lane. The current broken route requires NMUs to cross the fast eastbound slip road to get to Washpit Lane: this is already a dangerous and difficult crossing and will get much worse with the expected higher traffic volumes and higher speed. Therefore a good addition would be to create a new underpass under this slip road to connect BW6 directly into Washpit Lane via the new NMU path on the north side of the A14.

**COMMENT 5 RESOLVED BY CREATION OF NEW BRIDLEWAY FROM MADINGLEY ACCOMMODATION BRIDGE TO GIRTON FOOTPATH 5**

### ***SHEET 20: Madingley Junction***

**[OBJECTION 1]: Comment 1: The proposed new NMU path alongside the local access road must be built to a higher standard as detailed in Objection 1. The proposed arrangement is too close to the carriageway. The design needs to include some light and sound screening between the path and the carriageway for the whole of this section.**

**COMMENT 1 NOT RESOLVED. SEE UPDATES IN ANNEX A1 (ABOVE)**

**[OBJECTION 2]: Comment 2: Need to add an NMU crossing at the junction to the crematorium to connect the two proposed NMU paths. There is enough space to add a refuge/ traffic island for this crossing.**

**COMMENT 2 NOT RESOLVED. NO CROSSING SHOWN IN LATEST PLANS. THIS IS A BUSY AND FAST ROAD. NMU CROSSING WILL BE DIFFICULT WITHOUT A CONTROLLED CROSSING.**

### ***SHEET 19: Boxworth borrow pits***

No comment

### ***SHEET 18: Dry Drayton bridge***

**[OBJECTION 1]: Comment 1: The proposed new NMU path alongside the local access road must be built to a higher standard as detailed in Objection 1. The proposed arrangement is too close to the carriageway. The design needs to include some light and sound screening between the path and the carriageway for the whole of this section.**

**COMMENT 1 NOT RESOLVED. SEE UPDATES IN ANNEX A1 (ABOVE)**

**[OBJECTION 2]: Comment 2: Need to add an NMU crossing on the SW arm of the Madingley roundabout to connect the two proposed NMU paths. There is enough space to add a refuge/ traffic island for this crossing.**

**COMMENT 2 NOT RESOLVED. LATEST PLANS HAVE AN UNEXPLAINED GAP IN THE NMU PATH.**

**[OBJECTION 2]: Comment 3: Need to add an NMU crossing on the SE arm of the Dry Drayton side roundabout to provide NMU connectivity in all directions. Need to complete the connection by adding the short section of missing NMU path on the SE corner of the roundabout to allow NMU to take a desire line connection from the new NMU path/farm track towards Madingley.**

**COMMENT 3 RESOLVED. MISSING DETAIL NOW ADDED ON LATEST PLANS.**

Comment 4: The plans need to add provision for a new NMU connection from the Madingley Road directly into the east of Bar Hill. The exact route will need to be negotiated and discussed with landowners, but alongside the edge of the golf course seems suitable.

*NOTE: The proposed NMU path alongside the new local access road on the north side of the A14 is welcome and is also needed, but this indirect route is not an acceptable substitute for this more direct desire-line connection between Bar Hill and Cambridge.*

**COMMENT 4 NOT RESOLVED**

Comment 5: Need to add NMU provision across the Dry Drayton bridge. Currently the drawings show the NMU paths terminating either side of the bridge. The design should be modified to take space from the carriageway to create a continuous segregated route for NMU: this will be a busy bridge and it is not satisfactory to force NMU to share space with motor vehicles on the bridge.

**COMMENT 5 NOT RESOLVED. LATEST PLANS DO NOT SHOW ANY NMU PROVISION ACROSS THE BRIDGE. THIS MISSING LINK MUST BE RESOLVED – OTHERWISE THIS MISSING LINK WILL COMPROMISE THE NMU ROUTE.**

## ***SHEET 17: Bar Hill Junction***

**[OBJECTION 1]: Comment 1: The proposed new NMU path alongside the local access road must be built to a higher standard as detailed in Objection 1. The proposed arrangement is too close to the carriageway. The design needs to include some light and sound screening between the path and the carriageway for the whole of this section.**

**COMMENT 1 NOT RESOLVED. SEE UPDATES IN ANNEX A1 (ABOVE).**

**[OBJECTION 2]: Comment 2: The connection to NMU bridge on the N side of the A14 is unclear. I assume this is an at-grade crossing of the local access road. If so, this must be a controlled crossing because this will be a fast and busy section of road.**

**COMMENT 2 RESOLVED. LATEST PLANS SHOW SIGNAL CONTROLLED CROSSING.**

**[OBJECTION 2]: Comment 3: The two NMU path crossings on the arms of Hattons Road must both also be controlled crossings because this will be a fast and busy section of road.**

**COMMENT 3 RESOLVED. LATEST PLANS SHOW SIGNAL CONTROLLED CROSSINGS.**

Comment 4: New NMU bridge is welcome. The access ramps must be designed to maintain a reasonable gradient for cyclists (max 5%) and may need to include more gentle curves to achieve this gradient and allow easy cycling with larger cycles. The NMU path on the south side should be extended as far as possible into Bar Hill – at least to the boundary of the A14 scheme.

**COMMENT 4 RESOLVED. LATEST PLANS SHOW GOOD ACCESS RAMPS AND EXTENSION INTO BAR HILL**

Comment 5: The proposed NMU path that approaches from the west and connects from the path to the planned NMU path alongside Hatton Road should be rerouted to follow the base of the embankment and thus avoid the extra climb and fall that result from the proposed alignment adjacent to the road.

**COMMENT 5 NOT RESOLVED. LOWER ROUTE STILL PREFERRED TO REMOVE EXTRA CLIMB.**

## ***SHEET 16: Lolworth***

No comment

## ***SHEET 15: Swavesey junction***

**[OBJECTION 1]: Comment 1: The proposed new NMU path alongside the local access road must be built to a higher standard as detailed in Objection 1. The proposed arrangement is too close to the carriageway. The design needs to include some light and sound screening between the path and the carriageway for the whole of this section.**

**COMMENT 1 NOT RESOLVED. SEE UPDATES IN ANNEX A1 (ABOVE).**

Comment 2: The new NMU bridge is welcome. Need to improve the NMU junction on the north side of this bridge (where the bridge joins the E-W NMU path. A wider radius is needed to enable cycles to access the new bridge when approaching along the new NMU path from the east (e.g. add a jug-handle loop).

**COMMENT 2 NOT RESOLVED. CAN BE EASILY RESOLVED BY ENLARGING THE NMU JUNCTION.**

Comment 3: The NMU path on the south side of the A14 should be extended both across and a short distance beyond the services roundabout – including a new island to provide a refuge for crossing the Cambridge Service arm. This is needed to allow NMUs to cross the services arm and access the road to Boxworth. Ideally, the path should terminate with a build out to protect the NMUs where they re-join the road.

**COMMENT 3 RESOLVED**

Comment 4: I understand that a new NMU path will be constructed alongside the Buckingham Road to Swavesey (heading north). The proposed new NMU path should (of course) connect into this path.

**COMMENT 4 NOT RESOLVED/ UNCLEAR. THE NEW NMU PATH IS NOW READY BUT IT IS NOT SHOWN ON LATEST A14 PLANS**

## ***SHEET 14: Ouse [out of sequence]***

No comment

## ***SHEET 13: New A14 junction***

**[OBJECTION 1]: Comment 1: The proposed new NMU path alongside the local access road must be built to a higher standard as detailed in Objection 1. The proposed arrangement is too close to the carriageway. The design needs to include some light and sound screening between the path and the carriageway for the whole of this section.**

**COMMENT 1 NOT RESOLVED. SEE UPDATES IN ANNEX A1 (ABOVE).**

**[OBJECTION 5]: Comment 2: The NMU paths that are proposed appear to end at the de-trunked section of the A14. A new high quality NMU path is needed for the full length of the de-trunked A14 and the proposed NMU path must connect into this path.**

**COMMENT 2 PARTLY RESOLVED. PATH NOW EXTENDED TO FENSTANTON**

### ***SHEET 12: Connington bridge***

[OBJECTION 4]: Comment 1: The proposed new NMU path for the short section across the bridge is welcome. However a single sided path is only suitable for pedestrians and separate provision is needed for cycles. I agree that the design should protect NMUs from fast vehicles that will have reduced sight lines due to the new bridge. The best provision for cycles would be a wider carriageway over the bridge (to give space for vehicles to pass cycles) combined with traffic calming measures to avoid excessive speed.

COMMENT 1 NOT RESOLVED. MAJOR OMISSION AND STILL A MAJOR OBJECTION  
OBJECTION 4.2 IN THIS LETTER

### ***SHEET 11: Hilton bridge***

[OBJECTION 4]: Comment 1: The proposed new NMU path for the short section across the Hilton Road bridge is welcome. However a single sided path is only suitable for pedestrians and separate provision is needed for cycles. I agree that the design should protect NMUs from fast vehicles that will have reduced sight lines due to the new bridge. The best provision for cycles would be a wider carriageway over the bridge (to give space for vehicles to pass cycles) combined with traffic calming measures to avoid excessive speed. This should continue as a mandatory cycle lane for the same distance as currently proposed for the off-road paths.

COMMENT 1 NOT RESOLVED. MAJOR OMISSION AND STILL A MAJOR OBJECTION  
OBJECTION 4.2 IN THIS LETTER

[OBJECTION 4]: Comment 2: The proposed new NMU path for the short section across the Potton Road bridge is welcome. However a single sided path is only suitable for pedestrians and separate provision is needed for cycles. I agree that the design should protect NMUs from fast vehicles that will have reduced sight lines due to the new bridge. The best provision for cycles would be a wider carriageway over the bridge (to give space for vehicles to pass cycles) combined with traffic calming measures to avoid excessive speed. This should continue as a mandatory cycle lane for the same distance as currently proposed for the off-road paths.

COMMENT 1 NOT RESOLVED. MAJOR OMISSION AND STILL A MAJOR OBJECTION  
OBJECTION 4.2 IN THIS LETTER

### ***SHEET 10: Mere Way bridge***

No comment.

### ***SHEET 9: Ermine Street junction***

Comment 1: I note the inclusion of an off-road NMU path across the A14 on the eastern side of the A1198. I think this is a sensible addition in this one location: placing the NMU path on the east side is sensible as this only requires cyclists to cross the emergency/maintenance slip roads. As such, objection 6 does not apply to this one bridge.

COMMENT 1 RESOLVED. (NO ACTION WAS NEEDED)

Comment 2: This new junction is likely to lead to a significant increase in traffic heading south along Ermine Street. I note that the consultation document project an increase from 15000 to 19000 vehicles south of the southern bypass, but I think the levels could be higher

if the A428 is not improved. As a result, I think there is a need for a short (0.5km) section of off-road cycle path to be added alongside the A1198 near to Lattenbury Bridge. This short section of path is desirable to provide a connection for cyclists travelling from Graveley Way (to/from Hilton) to Barnfield Lane (to/from Graveley). This short link connects a popular cross country route for cyclists.

**COMMENT 2 NOT RESOLVED. MAJOR OMISSION AND STILL A MAJOR OBJECTION  
OBJECTION 4.4 IN THIS LETTER**

### ***SHEET 8: Silver Street bridge***

No comment.

### ***SHEET 7: Offord Road bridge***

**[OBJECTION 4]: Comment 1: The proposed new NMU path for the short section across the Offord Road bridge is welcome. However a single sided path is only suitable for pedestrians and separate provision is needed for cycles. I agree that the design should protect NMUs from fast vehicles that will have reduced sight lines due to the new bridge. The best provision for cycles would be a wider carriageway over the bridge (to give space for vehicles to pass cycles) combined with traffic calming measures to avoid excessive speed. This should continue as a mandatory cycle lane for the same distance as currently proposed for the off-road paths.**

**This is a popular cycling route and it is also a relatively busy road. I therefore think that a kerb segregated cycle lane on both sides of the road would be appropriate here. The kerb segregation should at least extend over the bridge and should continue as a mandatory cycle lane for the same distance as currently proposed for the off-road paths.**

**COMMENT 1 NOT RESOLVED. MAJOR OMISSION AND STILL A MAJOR OBJECTION  
OBJECTION 4.2 IN THIS LETTER**

### ***SHEET 6: Buckden Road bridge***

Comment 1: I note the inclusion of an off-road NMU path on the north side of B1514 Buckden Road. This is welcome, but I think this is mainly a leisure route and hence Objection 1 does NOT apply here. Therefore a width of 3m with a narrow verge would be acceptable here. It is important that this NMU path connects to the bridleway to Grafham Road without any breaks. The drawings are unclear on this detail: I note a stopped-up bridlepath is shown on the drawings, and I assume that the realigned cycle path replaces that stopped up route.

**COMMENT 1 PARTLY RESOLVED. PLANNED UPGRADE TO BYWAY NEEDS TO BE CONFIRMED  
AS A LONG TERM CYCLE ROUTE. ALSO THE EXISTING A1 UNDERPASS MAY NEED FURTHER  
NMU IMPROVEMENTS  
SEE OBJECTION 4.3 IN THIS LETTER.**

Comment 2: I note the inclusion of an off-road NMU path on the east side of the Brampton Road from the Buckden Road roundabout to the southern edge of the proposed scheme. This is welcome, but I think this will be mainly a leisure route and hence Objection 1 does NOT apply here. However, the drawings do not show any connection at the southern edge of this NMU path. I observe that there is currently a narrow path alongside the A1 that connects from the A1/Brampton Road slip road to Silver Street in Buckden that could be upgraded to provide a good quality cycle connection: I think this widened (2.5m or 3.0m)

shared use path should be included in this scheme. This would provide a through connection for the proposed cycle path and thus create a useful leisure and commuting connection between Brampton and Buckden.

**COMMENT 2 NOT RESOLVED.  
SEE OBJECTION 4.3 IN THIS LETTER.**

### ***SHEET 5: A14 Brampton Interchange***

No comment. But see Sheet 6 comments for comments relevant to “Inset C”.

**[NEW OBJECTION]: Comment 1: The latest plans show a single sided NMU path on the new Brampton-Grafham bridge (Brampton Road) and this is not an acceptable level of provision for cyclists using this new bridge. This is a particular serious design weakness in this location because this is a popular leisure route to and from Grafham Water.**

**This new bridge must be redesigned to widen the carriageway on the deck to provide enough space to include double sided cycle provision (i.e. a cycle lane on both sides). These should be designed as mandatory cycle lane (on-road provision) with a minimum width of 1.5m for both lanes. Both lanes should extend (as a mandatory cycle lane) for at least the full length of the ramps on both sides of the bridge. A segregated off-road path is not suitable in this location.**

**For avoidance of doubt, a single sided off-road path for pedestrians and horses is also needed as well as the double sided on-road cycle lanes described above.**

**NEW COMMENT 1 NOT RESOLVED. MAJOR OMISSION AND STILL A MAJOR OBJECTION  
OBJECTION 4.2 IN THIS LETTER**

### ***SHEET 4: A14 Western end***

No comment.

### ***SHEET 3: Brampton Hut junction***

Comment 1: I welcome the restoration of the bridle path between Brampton and Brampton Woods using the new A14 flyover to provide the connection. I expect this restored link to be a popular leisure route. However, I think the details should be improved in several ways:

- The short section that routes on the west side of the A1 should be moved further away from the carriageway where possible. I accept a close spacing may be necessary under the flyover, but elsewhere a larger separation should be used, ideally with some sound barriers.
- The zig-zag section down from the flyover to Brampton hut services should be redesigned. I think two routes are needed here: first, a direct desire-line set of steps for walkers that cuts-off the longer zig-zag path; and second the proposed zig-zag paths should be redesigned to have a gentler gradient (max 5% slope) for cyclists and horses and also to replace the angular/abrupt hairpin bend with a wider radius corner to allow normal cycling. Lastly, for both routes, an additional path should be added at the bottom of the embankment to provide a direct desire-line connection into the back of the Brampton Hut services.

- In a similar way, the zig-zag routes on the eastern side of the A1 (the start of the new bridlepath to Brampton) should be redesigned to provide a desire line route with steps for walkers and a gentler slope (max 5% gradient) and with wider radii corners for cycles and horses.

**COMMENT 1 PARTLY RESOLVED. THE EXACT ROUTING OF THE NEW BRIDLEWAY IS NOT CLEAR ON THE LATEST PLANS. RESTORATION OF THE DIRECT BRIDLEWAY CONNECTION FROM BRAMPTON VILLAGE TO BRAMPTON WOODS IS NEEDED**

### ***SHEET 2 & SHEET 1: A1 north***

No comments.