



Cambridgeshire Local Access Forum

Chairman: Mary Sanders
Secretary: Mrs Gail Stoehr



Tel: 01954 210241

Fax: 0870 7052759

Email: cambslaf@lgs-services.co.uk

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Dear Sirs

A14 Examination: Response to Deadline 4

A14 Cambridge to Huntingdon Improvement Scheme (TR010018)
Interested Party unique reference number 10030495

Response to Planning Inspectorate: A14 Examination Deadline 4

Responses to Answers to the Examining Authority's first written questions

The Cambridgeshire LAF has noted the answers provided by Highways England (the Applicant) to the two questions that are directly relevant to its interest in the provision within the Scheme for non-motorised users (as expressed in the Cambridgeshire LAF Relevant Representation and Written Representation). Those two questions are:

Q1.5.8: That refers to the Relevant Representation of the Cambridgeshire LAF.

Q1.12.19: That asks the Applicant to tabulate and categorise the measures which seek to address the needs of non-motorised users.

In relation to Q1.5.8, the answer provided by the Applicant was included within the submitted document 'Development Consent Order Application Response to the First Written Questions. Report 5: Design and Engineering standards (HE/A14/EX/32)', specifically on pages 17-20.

The response from the Cambridgeshire LAF to this answer to Q1.5.8 is:

The Cambridgeshire LAF notes the progress that is being made, as set out in the Applicant's answer, to provide "*high quality NMU provision alongside the proposed new local roads and the existing roads, including the de-trunked sections of the A14*" – this text being a quote from the Cambridgeshire LAF's Relevant Representation that is also quoted by the Applicant in its answer. The Cambridgeshire LAF has also noted the updated Written Representation from the Cambridgeshire County Council at Deadline 3 where in pages 76 to 84 a series of issues are identified in relation to Public Rights of Way and NMU provision. The County Council describes these as "*significant omissions in provision for PROW and NMU Routes*" (paragraph 15.1.2) indicating that further progress has to be made by the Applicant before the Scheme can be considered acceptable in its proposals. The Cambridgeshire LAF awaits resolution of these "*significant omissions*".

The Cambridgeshire LAF also wishes to draw to the attention of the Applicant and the Examining Authority that there is an absence in clarity of detail about the width of the Local Access Route (and potentially all Public Rights of Way) and the expression of that width in a legal form that can be readily integrated in to the Definitive Map held by Cambridgeshire County Council. The Local

Access Route is described in paragraph 39 within the answer to Q1.5.8 provided by the Applicant as variously a 3m or 4m wide “*metalled path*” with a “*2m wide verge at the rear*”. The Cambridgeshire LAF has a particular interest in gaining clarity over the “*2m wide verge at the rear*”. Unless this is recorded in the Definitive Map there is a risk that this grass surface (which will be attractive to equestrians and walkers who, when ground conditions are suitable, would wish to ride or walk on a grass rather than a metalled surface) will not be maintained. There is a risk, in the absence of maintenance management, that this verge will suffer from scrub encroachment and no longer fulfil its intended purpose. The DCO needs to describe the definitive width in a manner that includes both a width for the provided man-made surface and a width for the natural, grass, verge to the rear / exterior (that is furthest from carriage way used by motor traffic).

Paragraph 42 within the answer to Q1.5.8 provided by the Applicant states that “*Highways England is in the process of preparing a Statement of Common Ground with Cambridgeshire Local Access Forum and it is anticipated that this will be submitted to the Examining Authority at Deadline 3 – 26 June 2015.*” The Cambridgeshire LAF declined to participate in the process of preparing a Statement of Common Ground in its Written Representation at Deadline 2.

A significant issue for the Cambridgeshire LAF is the absence of measures to remedy historic severance along the to-be de-trunked A14 between Fenstanton and Huntingdon town. The concerns of Cambridgeshire LAF about how the Applicant is under current proposals to pass over, as its legacy, a liability to Cambridgeshire County Council, is described in its response to the Applicant’s answer to Q1.12.19.

In relation to Q1.12.19, the answer provided by the Applicant was included within the submitted document ‘Development Consent Order Application Response to the First Written Questions. Report 12: Transportation and Traffic (HE/A14/EX/39)’, specifically on pages 79-98.

The response from the Cambridgeshire LAF to this answer to Q1.12.19 is:

The Applicant has provided limited provision for non-motorised users along those parts of the existing A14 that are to be de-trunked. The Local Access Route is proposed alongside the to-be de-trunked A14 for a short section from where the proposed new A14 departs from the existing A14 toward Fenstanton. There are also particular provisions for NMUs within Huntingdon town. Based on the fact that NMU provision have been proposed by the Applicant on some of the to-be de-trunked sections of highway, there appears to be no legal, policy or practical impediment as to why the Applicant could not have provided suitable provision to deal with a legacy of community severance and historic problems along the remaining sections of the proposed de-trunked A14. Existing examples of public rights of way severed or truncated by the existing A14 between Fenstanton and Huntingdon such that they are of limited, negligible or no value to NMUs includes:

- Footpath No. 3 in the parish of Fen Drayton
[noting that the proposed new routeing described in Item No. 16.2 of the answer to Q1.12.19 does not deal with historic severance by the to-be de-trunked A14 – the currently unusable “*at grade crossing point of existing A14*” described in Item No. 15]
- Footpath No. 2 in the parish of Conington
[noting that the proposed new routeing described in Item No. 14 of the answer to Q1.12.19 does not deal with historic severance by the to-be de-trunked A14 – the currently unusable “*at grade crossing point of existing A14*” described in Item No. 15]
- Footpath No. 1 in the parish of Hemingford Abbots
- Footpath No. 4 in the parish of Hemingford Abbots

If the Applicant persists in this explicit decision to take no action to remedy historic severance along the route of the to-be de-trunked A14 then it will have failed to achieve one of the objectives it has stated for the Scheme. This is to “*create a positive legacy*” - second bullet point of paragraph 34

within its answer to Q1.5.8 in the submitted document ‘Development Consent Order Application Response to the First Written Questions. Report 5: Design and Engineering standards (HE/A14/EX/32)’. Rather than “*a positive legacy*” it will be handing on a liability, if it takes no action, to the Cambridgeshire County Council. That Council, as the to-be responsible authority for the to-be de-trunked A14, will inherit the historic severance created by the predecessor bodies to Highways England.

Yours Sincerely



Mrs Gail Stoehr
Secretary