

A14
Cambridge to Huntingdon
improvement scheme
Development Consent Order Application

HE/A14/EX/134

TR010018

HE/A14/EX/134

Explanation of Public Rights of Way and Non-Motorised User Facilities
at Alconbury to Brampton before and after the Scheme

September 2015

The Infrastructure Planning (Examination Procedure) Rules 2010



A14 Cambridge to Huntingdon improvement scheme

Explanation of Public Rights of Way and Non-Motorised User Facilities at Alconbury to Brampton before and after the Scheme

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1 Introduction

1.1 Existing Public Rights of Way

1.1.1 This paper has been produced following queries raised at the Compulsory Acquisition hearing on 3 September 2015 by the professional representatives of Lenton Farms and Topham, Papworth and Swansley Wood Partnership as to the effect of the A14 Cambridge to Huntingdon improvement scheme ('the Scheme') on public rights of way provision between Alconbury and the A1/A14 Brampton interchange.

1.1.2 In the section of the Scheme between A1 Alconbury junction, A14/A1 Brampton Hut interchange and the proposed A1/A14 Brampton interchange, several existing public rights of way terminate at the existing boundary of the A1, or extend alongside the A1. These include:-

1. Bridleway 230/6 (The Stukeleys 6 and shown on General Arrangement Sheet 2) – this bridleway terminates on the eastern side of A1 at the lay-by located south of Alconbury junction, and south of the existing junction of the A1 with Woolley Road. It links to Low Road, the Stukeleys, and other public rights of way to the east of A1, and north of A14.
2. Footpath 32/15 (Brampton 15 and shown on General Arrangement Sheet 3) – this footpath terminates on the eastern side of the A1 at the highway fence, and extends south-eastwards to the residential area of Brampton, linking with Belle Isle Crescent.
3. Bridleway 32/19 (Brampton 19) (shown on General Arrangement Sheets 3 and 5) – this bridleway extends from the western side of the A1, south of Brampton Hut junction and alongside Brampton Brook in a westerly direction to link with other public rights of way which link to Brampton Woods, Grafham, Grafham Water and Ellington. Part of this section is proposed to be shared with a Private Means of Access for Lenton Farms under design change DR1.28b of the Proposed Non Material Changes Report (Applicant Reference HE/A14/EX/99, PINS reference REP7-034). It also runs southwards along the western side of the A1, to link to Grafham Road (which is part of the Regional Cycle Route 12).
4. West End (shown on General Arrangement Sheet 3 (and Land Plan Sheet 6)) – although this is a road rather than a public right of way, it terminates at the eastern fence of the A1, almost opposite bridleway 32/19. It links to the built-up residential area

of Brampton, but from a point west of its junction with Hansell Road (effectively west of the last residential property), it has a prohibition of motor vehicles, and a gate (but with space for NMUs to pass). This results in the truncated length operating effectively as a bridleway.

5. Footpath 28/2 (shown in Inset A of General Arrangement Sheet 5) – this terminates at the eastern fence of the A1, and extends eastwards to Park Road.

1.2 Proposed Non-Motorised User Routes and Public Rights of Way included in the Scheme

1.2.1 Non-motorised user (equestrians, cyclists and pedestrians) proposals have been developed in conjunction with the design of the highway improvement scheme, and have been designed to address a number of issues, which form a part of Highways England and Department for Transport policies:-

- Severance created in the past by highway schemes;
- Providing community links for employment, commuting and recreational purposes; and
- Enabling safe and convenient travel for non-motorised users.

1.2.2 The following changes are proposed:-

- A bridleway (or where provided within the highway, a shared footway/cycleway/equestrian track) would be provided on the west side of A1, extending southwards from Brooklands Lane to Woolley Road, and then on the east side Woolley Road/west side of A1, and around the curve in Woolley Road to travel west. The facility would need to be separated from the A1 traffic by a fence (this would also be required to prevent headlight dazzle between Woolley Road and the A1). This section is proposed by design change DR1.66 of the Proposed Non-Material Changes Report. The facility would then continue south by means of a new bridleway to link to the north verge of the existing A14 west of Brampton Hut interchange. The facility would continue east along the A14 until Brampton Hut junction. Toucan crossings would be provided across both carriageways of A14 on the eastern arm of Brampton Hut junction to enable NMU users to cross the road at the signals. Dismounting facilities would be provided for equestrians to lead their horses across the road.
- A bridleway link on the west side of the A1/A14, extending from the existing bridleway 32/19 northwards from Brampton Brook and then under the proposed over-bridge carrying the A14 over the A1 and linking to Brampton Hut services via a new footway,

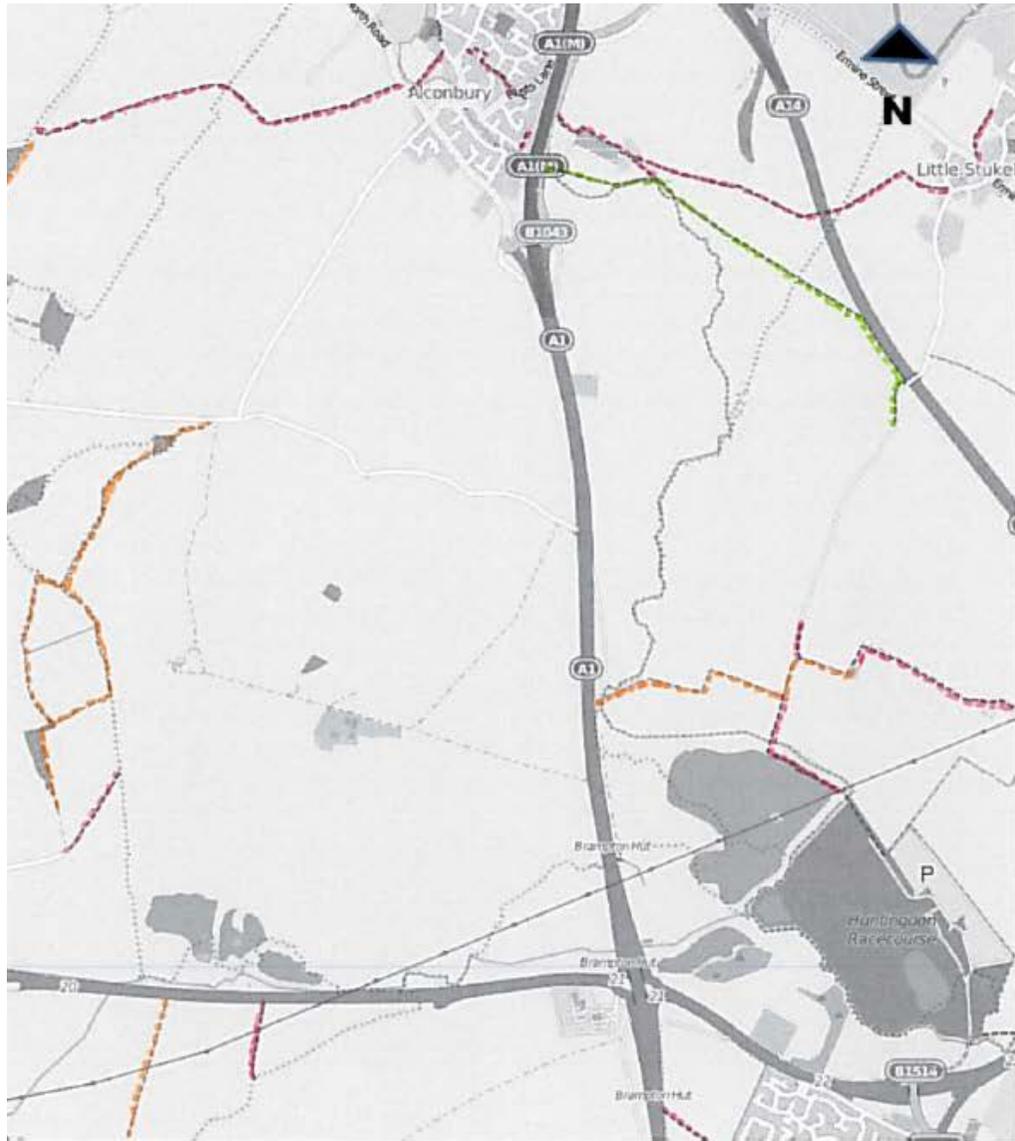
cycleway and equestrian track. This link to Brampton Hut services will enable dog walkers to park in the services and use this improved Rights of Way network provided by the Scheme, replacing the use of the nearby layby that is to be removed by the Scheme, adjacent to Stukeley Bridleway 6.

- This bridleway would also link to the same over-bridge (via a loop for equestrian users, and by steps for pedestrians), and would follow a route adjacent to the A14 on the structure. When the bridleway is on the structure, it would be separated from the carriageway by a vehicle restraint system, a verge and a fence. On the eastern side of the A1, the bridleway will meet at a junction with Brampton Footpath 15 and then would extend on the eastern side of the A14 to West End, and then, southwards to Park Road/Grafham Road, where a shared footway/cycleway/equestrian track would be provided on the north side of the road.
- This new link across the A1 will bring together communities such and provide routes previously severed by previous A1 widening schemes, meeting the Scheme objective of 'reducing severance' identified in the *Case for the Scheme* (Applicant reference 7.1, PINS Reference APP-755).
- The existing bridleway Brampton 19 on the west side of A1 would be realigned over parts of its length to take account of the widening of the A1, and would link to Grafham Road, linking this arm of the bridleway with the one referred to in the previous bullet point.
- The road West End and Footpath 32/15 on the east side of A1 would be unchanged other than modifications to terminate at the new bridleway on the east side of the new road alignment. The western end of the section of West End closed to motor vehicles would require alterations at the detailed design stage to ensure existing gates permit safe and convenient NMU operation, whilst restricting other vehicles as appropriate.

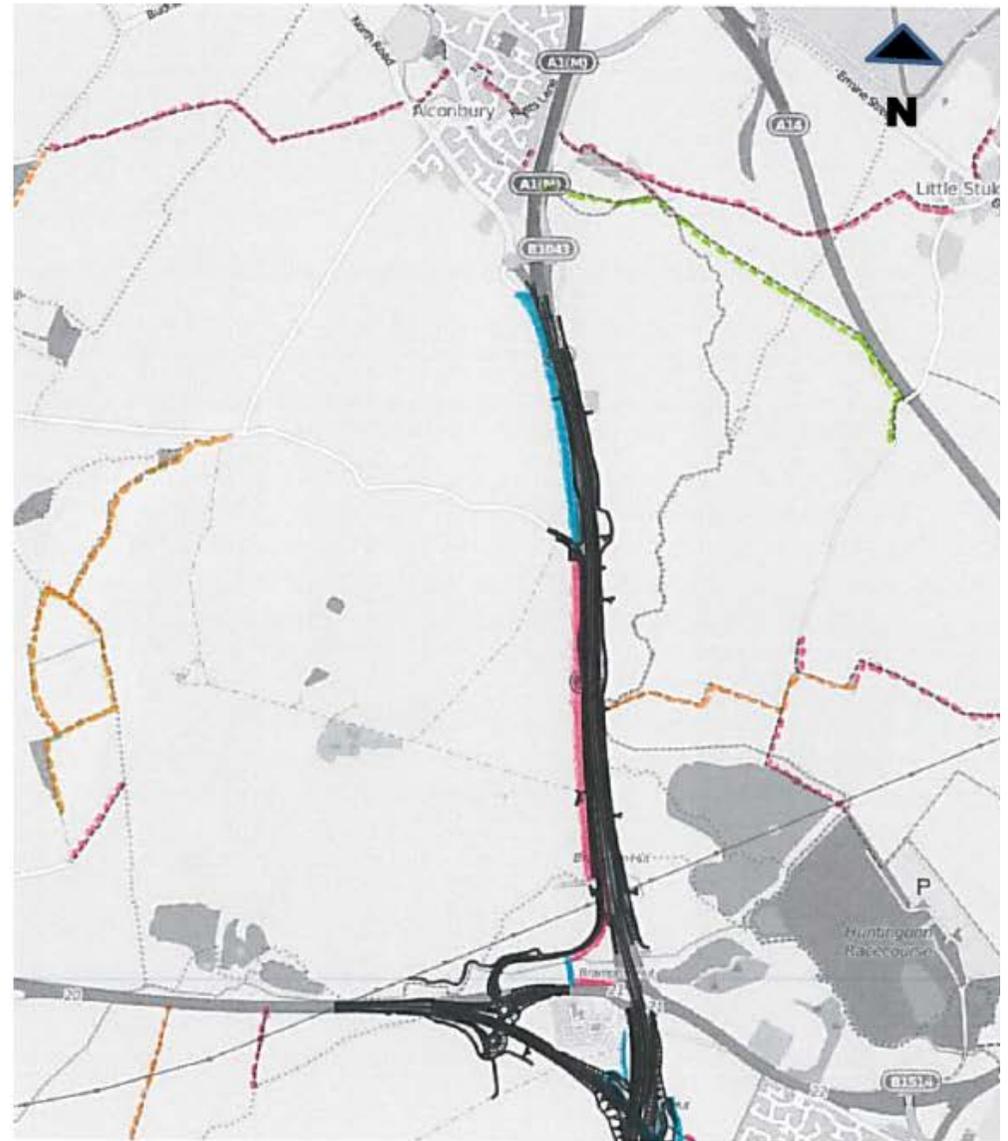
1.2.3 These facilities would link, via the newly provided facilities and existing public rights of way network, Brampton to Brampton Woods, Grafham, Grafham Water, Ellington, Brampton Hut services, Woolley and Alconbury. They would also link with the Regional Cycle Route 12 on Grafham Road.

1.2.4 The proposals meet with the aspirations of the local Parish Councils, the County Council and representatives of NMU user groups.

1.2.5 Existing public rights of way and proposed public rights of way and non-motorised user facilities between Alconbury and Brampton are shown in sketches in sheets 1 to 3 below.



Existing NMU facilities



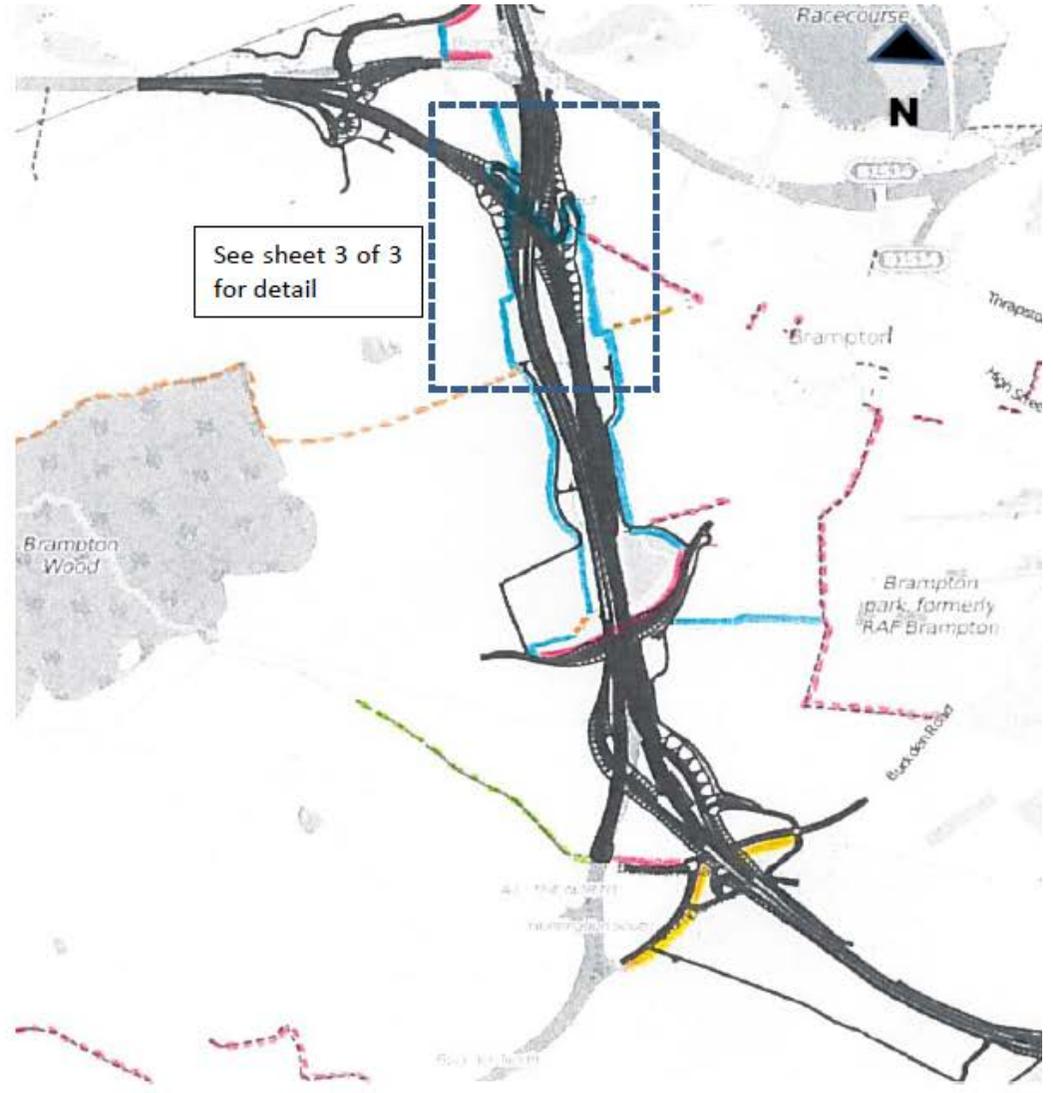
Proposed NMU facilities

**A14 Cambridge to Huntingdon
Improvement Scheme
Alconbury to Brampton NMU Proposals
Sheet 1 of 3**





Existing NMU facilities



Proposed NMU facilities

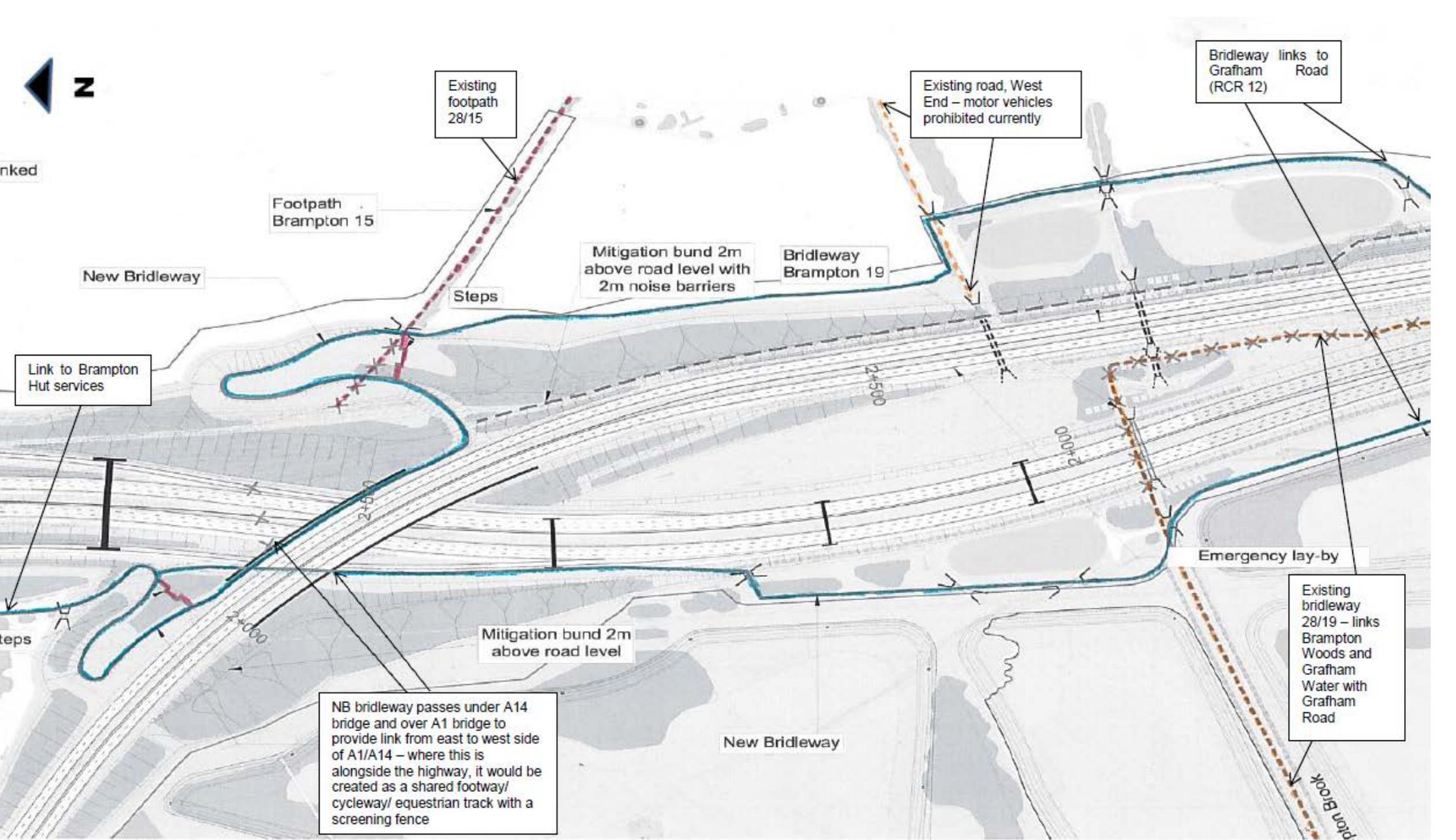
**A14 Cambridge to Huntingdon
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Alconbury to Brampton NMU Proposals
Sheet 2 of 3**

Existing footpath –	
Existing bridleway –	
Existing byway –	
Proposed bridleway –	
Proposed footway/cycle/equestrian track –	
Proposed footway/cycleway	



anked

steps



A14 Cambridge to Huntingdon Improvement Scheme
Alconbury to Brampton NMU Proposals -
A14/A1 south of Brampton Hut
 Sheet 3 of 3

KEY	
Existing footpath -	
Existing bridleway -	
Proposed bridleway -	
Proposed footway (steps) -	