

Our Reference: 21453570

Your Reference: ZA90440

Rt Hon D Zeichner MP

By Email: [REDACTED] [@danielzeichner.co.uk](mailto:[REDACTED]@danielzeichner.co.uk)

CC: Mr M Danish- contact@camcycle.org.uk

Jim O'Sullivan
Chief Executive
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20 December 2019

Dear Daniel

Departures from Standard CD 195: Designing for Cycle Traffic

Following up on my letter of 18 November and your letter of 28 October 2019 regarding the use CD 195 Designing for Cycle Traffic on the A14 and A428, on behalf of your constituent Mr Matthew Danish, I have now had the opportunity to better understand this topic.

CD195 is the design standard for dedicated cycle paths. However the facilities on the A14 are intended for use by all non motorised users including equestrians and pedestrians. Under these circumstances we have to ensure not just the safety of each category of user but that all users can be safe simultaneously on the same pathway.

The design of these shared facilities follows the guidance set out in '**TA90/05 The Geometric Design of Pedestrian, Cycle and Equestrian routes**'. The application of CD195 is not appropriate for this type of pedestrian facility and this is stated in Paragraph 1.1 of the document. CD195 does not consider other modes of pedestrian transport and therefore does not take account of the provisions made for other users, in this case pedestrians and equestrians, it is therefore important to ensure that the design follows the applicable guidance to consider all users. Additionally the crossings have been designed in accordance with the appropriate guidance provided in the Design Manual for Roads and Bridges to ensure an inclusive level of provision for all users.

Also during the design of the A14 scheme, an independent Road Safety Audit was completed to assess the proposed design details, and prior to opening the full scheme, an additional Road Safety Audit will be commissioned to appraise the newly constructed highway, pedestrian facilities and other highway features.

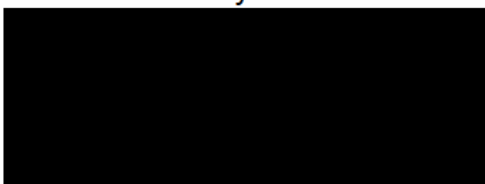
The scheme designers for the A14 Cambridge to Huntingdon project certify compliance with the relevant mandatory standards mostly contained within the Design Manual for Roads and Bridges (DMRB). Where compliance with agreed standards is not possible, they apply for departures, to an independent project technical assurance team who

oversee this process, and provide confidence that relevant standards and specifications are being adhered to.

The A428 improvement scheme is at preliminary design stage. A Walking, Cycling Horse-Riding Assessment and Review has been undertaken to identify the most frequently used walking, cycling and horse riding routes affected by the scheme. We are working with local authorities and community groups to understand what is most important to the people that use these routes. The existing A428 is being retained as a local road which, because of the scheme, will have less traffic following the opening of the new road. This will make it a safer and more attractive route for cyclists.

If your office would like any further information, please contact David Bray, Project Director of Complex Infrastructure Programme on telephone number [REDACTED], or alternatively contact me directly.

Yours sincerely



Jim O'Sullivan
Chief Executive