

Our ref: 21455076

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Dear Mr Danish

### **A14 Cambridge to Huntingdon improvement Scheme**

Thank you for your letter, dated 4 November, in response to issues raised at the Parliamentary Transport Committee hearing on 23 October. I apologise for the delay in replying.

[REDACTED] was published in September 2019. It is supported by an England National Application Annex (NAA) that sets out the design requirements.

The scope of CD 195 (page 5, 1.1) clearly states that the national requirements should be followed for the design of routes and assets used by cycle traffic only, and that the document does not cover the design of shared use facilities for pedestrians, equestrians and cyclists.

Within your letter you have raised specific concerns relating to the design of the A14 Cambridge to Huntingdon improvement scheme and the A428 Black Cat to Caxton Gibbet scheme. Both schemes incorporate shared use facilities, and therefore the design parameters in CD 195 are not directly applicable.

Requirements and advice for shared use routes are provided in TA 90 The Geometric Design of Pedestrian, Cycle and Equestrian Routes and TA 91 Provision for Non-Motorised Users. These were both published in 2005 and therefore pre-date CD 195. TA 90 and TA 91 have since been superseded by CD 143 Designing for walking, cycling and horse-riding, published in November 2019.

Provision of the shared use facilities across both schemes has therefore been designed in accordance with this guidance. This ensures that the needs of all users are considered and that provision is fully inclusive.

You have raised specific concerns relating to the A14 scheme and new crossing points that have been introduced where side-road priority junctions, maintenance accesses or farm accesses are present. The crossings provided at each location cater for the mixed-use of pedestrians, cyclists and equestrians and this is noted on the signage at each site.

Construction on the A14 scheme began in November 2016 and so the design has been developed in accordance with TA 91/05 Provision for Non-Motorised Users and in Local Transport Note 1/12 Shared use routes for pedestrians and cyclists.

The geometric layout of crossing points is governed by the access requirements that are to be provided to and from the live highway. In this case the larger junctions are designed to accommodate farm or heavy goods vehicles. The radius of kerbing adopted is therefore commensurate to the types of vehicle that will use the access and in the instances referred to. Using tighter radii risks vehicle overrun and damage to the crossing facility, which would become a safety concern.

The A428 Black Cat to Caxton Gibbet scheme is at the preliminary design stage and detailed design will follow in due course. No provision for cyclists is being made directly along the new A428 trunk road as the existing A428 carriageway, which is to be de-trunked, will provide a safer and more suitable route for cyclists.

The current proposals for the A428 Black Cat to Caxton Gibbet scheme include unsegregated shared use facilities for pedestrians and cyclists at Black Cat Junction, Cambridge Road Junction, Eltisley crossing and Caxton Gibbet Junction. These proposals have been developed in line with the guidance in CD 143 as detailed above.

I trust this answers your questions and clarifies our position on CD 195 not covering the design of shared use facilities and that CD 143 now provides the relevant requirements.

Yours sincerely



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