

Whitlock, Melissa

From: Cambridge Waste Water Treatment Plant Relocation
Subject: FW: CWWTPP - Safety on Local Roads - attn Melissa Whitlock for ExA

From: Andy Whitaker <[REDACTED]>
Sent: 20 January 2024 16:43
To: Cambridge Waste Water Treatment Plant Relocation <CambridgeWWTTPR@planninginspectorate.gov.uk>
Subject: Re: CWWTPP - Safety on Local Roads - attn Melissa Whitlock for ExA

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Dear Melissa,

Further to my email on prohibition of access via local roads such as High Ditch Road, which you kindly placed as an Additional Submission. Thank you for the updates on CWWTPP, specifically the Transport documents.

I conclude that the revised Traffic Plan still does not support the previous assurances by the Applicant on traffic prohibition on local roads, especially High Ditch Road. This is necessary to protect vulnerable users such as cyclists, pedestrians and horse riders during the construction and operation phases. More such users are expected to use High Ditch Road through the local amenity development schemes.

1. ANPR is required on High Ditch Road to provide minimum safety assurance. Signage is not enough. After years of discussions an agreement should have been reached between the Applicant and Highways on this - after all an ANPR system for the whole of Cambridge is proposed for the Cambridge Travel Zone. Site access control by listed vehicle registration is used widely.
2. All contractors must be included in the ANPR control measures, not just "main" contractors.
3. The Public Liaison reporting scheme proposed is no substitute for a proper ANPR control. A cyclist at the narrow hump-back bridge on High Ditch Road will not know if a truck is heading for the CWWTP site, and would have more concerns than trying to read vehicle details, let alone asking the driver if they are going to CWWTP. So, a reporting scheme may be supplementary but is completely inadequate for safety.
4. The cause of these safety issues is the poor road access to the chosen CWWTP site. The Application may say that CWWTP construction traffic and operation traffic will not use High Ditch Road, Ditton Lane (B1047), Newmarket Road A1303 from Quy, and J35 A14 Quy - but the lack of access to and from the east at J34 means this traffic will be tempted to use J35 and High Ditch Road to avoid the proposed ridiculous round trip to J33 Milton and back. Under ExA's "*Action points arising from Issue Specific Hearing 3 on 10 and 11 January 2024 Transport 7*" it is probable that National Highways' analyses of J33 and J35 will conclude these junctions are already overloaded at many times. During the Consultations the Applicant said National Highways had said no to development of J34 to a full interchange. However, (notwithstanding the other objections to the site), it is not clear if ExA is aware of, or National Highways were asked to consider, alternative schemes with access limited to works only traffic such as that below, suggested to the Applicant in the 2021 Consultation.



SUGGESTED ALTERNATIVE LAYOUT FOR HORNING SITE ACCESS FROM A14

- 1 New "Sewage Works" single lane sliproad from A14 westbound
- 2 New "Sewage Works" single lane light weight bridge over A14 parallel to existing bridge
- 3 New "Sewage Works" single lane sliproad to A14 eastbound
- 4 Option to be selected "Sewage Works" On access for traffic to existing J34 sliproad

Kind regards,

Mr Andrew G Whitaker

[Redacted signature]

[Redacted contact information]