

Attn: Frank Jordan,
David Allatt,
Ros Hathorn,
Cambridgeshire County Council.
Peter Blake,
Greater Cambridge Partnership.
Tim Bellamy,
Cambridgeshire & Peterborough Combined Authority.

CC: Shane Luck,
Cambridgeshire County Council.
Andrew Chan,
Victoria McNeill
Orchard Park Community Council.

3 September 2024

I write to you on behalf of Histon and Impington Parish Council as chair of our Highway, Drainage and Formal Spaces Committee. We are deeply concerned about the Franklin Gardens junction.

While I am primarily writing to County Council Officers who have been involved with this scheme I have also included the CPCA and GCP as they also have a responsibility over transport and I feel it is important that they are also aware of the issues in this key location.

Histon and Impington Parish Council believe this junction is not fit for purpose. We have seen a huge investment of public money to improve Histon Road for sustainable travel, but it is all too far south for residents of our parish. To access the improved connection our residents have to traverse the Franklin Gardens junction. A sustainable route is only as good as its weakest link, and we feel that Franklin Gardens is a very poor link for all non-motorised users (NMUs). This in turn impacts drivers who are unsure about how NMUs will use the space forcing all user groups into conflict.

We are fully aware of the history of this junction. We know how the outline design was signed off early in the process. We appreciate how improved standards for active travel infrastructure came in after this initial planning permission. We understand how many

parties, including the County Council are aware of issues with the design, but have been limited by planning law to affect any meaningful improvement. We are now in receipt of a Stage Three safety audit, which raises many of the issues again. Can we finally correct the issues raised?

Were a legal process available for us at Parish Council level our concerns are so great we would refuse adoption of this junction into the Parish's highway network in its current state. The only mechanism for us to rectify the design post adoption is the Local Highway Initiative (LHI) fund, a scheme wholly inadequate for such a major junction or a significant increase in our local precept to tackle through a Private Funded Highway Initiative. In either case as it is a key arterial route into the city, we do not think it is appropriate for a Parish Council to take on any type of responsibility for this junction.

To summarise; Histon and Impington parish believe the works required on Franklin Gardens junction is far beyond the scope of a Parish Council, we will not take responsibility through either the LHI scheme or any PFHI works to make the improvements we believe to be essential to this junction.

I would be happy to attend a meeting to detail the issues we have concerns about with county officers and the developer and await a response from the County Council. Our Parish Council would be very grateful to receive a timetable outlining resolution of these issues.

Kind regards,

Tom McKeown
Highway, Drainage and Formal Spaces Committee Chair
Histon & Impington Parish Council

HIPC have read the RSA audit and have attached our response and the works we view as necessary as an appendix. We think amendments from the RSA, and others, could be made without wholesale redesign. We think the County Council and developer should address these concerns before the junction is adopted.

- Unclear extent of shared use path Kings Hedges side city bound. Identified by Shaun Luck/RSA – add signs and tactile paving.
- Unclear extent of shared use path Franklin gardens side Histon bound. Identified by Shaun Luck/RSA – Add missing dropped kerb, and missing end of shared use sign.
- Insufficient space for southbound cyclists entering the development to pull off the carriageway and wait at the signalised crossing. Look at a larger waiting area within verge, or a longer dropped kerb leading to the crossing.
- Northbound cyclists transitioning from carriageway to shared use path. The northbound mandatory cycle lane comes to an end prior to the dropped kerb which allows for transition back onto the shared use path. Furthermore, it ends in a solid white line which should not be there as it implies that cyclists cannot continue north on the carriageway and directs cyclists to the full kerb face. A simple change addressing a significant hazard, needs to be put right.
- Northbound cyclists turning right into King's Hedges Road have no clear route. As Orchard Park Community Council notes "You look over your shoulder, move out of the cycle lane and then cycle really fast and hope nothing takes you out". Cyclists making this right turn are expected to get into the advance stop box and travel in front of motorised traffic. To get there they must filter through stationary traffic, or have the confidence to leave the cycle lane and merge into moving traffic. They either go early when only needing to consider one lane - but will slow down (annoy, and risk aggression) drivers for longer? Or go closer to the junction when needing to cross a lane of moving traffic to get into the correct lane? Another strategy is to stay on the left, exit the road (before or after the Franklin Gardens junction are both options) and use the pedestrian crossing over the main road. Multiple strategies for NMUs is a mark of a poorly designed junction. With cyclops long off the table, the early release cycle lights are required to improve this cycle movement.
- Inaccurate signs. Sign on the south side of the development access road (currently private land) is turned in the wrong direction. – Turn sign correct way around.
- Link signals as recommendation A1.1
- A2.2 Cyclist at risk in junction. Conflict exists to cyclist moving through junction north to Histon from left turn traffic into Franklin Gardens. Best option to separate by time, please add early release signal heads. Or markings to highlight the conflict; plans J had red mac through the junction, else elephant feet markings to show continuation of the cycle route.
- B3.1 reverse crossing stager.