

SCHEDULES

SCHEDULE 3

CLASSIFICATION OF ROADS, ETC.

PART 6

CLASSIFICATION OF ROADS

In the administrative area of Cambridgeshire County Council—

THE NEW A14 TRUNK ROAD

A 27.33 kilometre length of new highway

1. A 27.33 kilometre length of new highway to be classified (as identified in sub-paragraphs 1(a) to 1(c) below) as part of the A14 Trunk Road (such length also including existing highway to be improved, as identified in sub-paragraph 1(d) below)—

- (a) commencing from a point 298 metres east of the point where Footpath Ellington 23 (also known as Footpath 71/23), runs adjacent to the eastern boundary of the pumping station, located to the south of the A14, and continuing from that point in an easterly then a south-easterly direction for a distance of 1.45 kilometres to the centre point of a bridge which is proposed to be constructed over the existing A1 Trunk Road to carry this new A14 Trunk Road;
- (b) then continuing in a south-easterly then a south-south-easterly direction for a distance of 1.97 kilometres to the centre point beneath a proposed bridge which is to be constructed to carry the new link between the southbound carriageway of the existing A1 Trunk Road and the new A14 Trunk Road;
- (c) then continuing in a south-easterly, then an easterly, then a south-easterly direction for a distance of 16.32 kilometres to the point where it meets Bridleway 225/14 (towards the east of the A14 Swavesey Junction); and
- (d) then continuing in a south-easterly direction along the existing A14 Trunk Road for a distance of 7.59 kilometres to a point 514 metres south-east of where Beck Brook passes below the A14 Trunk Road in a culvert (towards the north-east of the A14 Girton Interchange),

identified by a blue line on the classification of roads plans – sheets 1 and 2.

A 474 metre length of new highway

2. A 474 metre length of new highway (as identified in sub-paragraphs (a) and (b) below) to be classified as part of the A14 Trunk Road (together with existing highway to be improved, as identified in sub-paragraph (c) below)—

- (a) commencing from its junction with the roundabout proposed to be constructed and known as the Southern New Ellington Roundabout, and continuing in a north-easterly direction for a distance of 198 metres to the roundabout proposed to be constructed and known as

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

the Northern New Ellington Roundabout, plus the entire circumferences of the proposed Southern Ellington Roundabout and Northern Ellington Roundabout;

- (b) then continuing from its junction with the proposed Northern Ellington Roundabout, in an east-north-easterly direction for a distance of 215 metres to a point where it meets the existing A14 Trunk Road alignment; and
- (c) then continuing in an easterly direction for a distance of 292 metres along the existing A14 Trunk Road alignment to the existing roundabout known as Brampton Hut Interchange,

identified by a blue line on the classification of roads plans – sheet 1.

Girton Interchange A14 Eastbound Link

3. A 2.1 kilometre length of new highway to be classified as part of the A14 Trunk Road commencing from a point 65 metres north-west of the point where Beck Brook passes below the existing A14 Trunk Road in a culvert (to the west of the existing Girton Interchange) and continuing in a south-easterly direction for a distance of 2048 metres to its junction with the existing A14 Trunk Road,

identified by a blue line on the classification of roads plans – sheet 2.

Girton Interchange A14 Westbound Link

4. A 2 kilometre length of new highway to be classified as part of the A14 Trunk Road commencing from a point 85 metres north-east of the centre point of the overbridge carrying the existing A14 Trunk Road over the existing M11 motorway (the M11 Overbridge) and continuing in a westerly then a north-north-westerly direction to a point 158 metres north-west of where Beck Brook passes below the existing A14 Trunk Road in a culvert,

identified by a blue line on the classification of roads plans – sheet 2.

THE NEW A14 TRUNK ROAD AND A1 TRUNK ROAD BRAMPTON INTERCHANGE SLIP ROADS

A1 Southbound Link to A14

5. A 1.8 kilometre length of new highway to be classified as part of the A1 Trunk Road commencing from a point 373 metres north of the centre point of where the southbound carriageway of the existing A1 Trunk Road passes under the proposed overbridge to be constructed to carry the C167 Grafham Road over the existing A1 Trunk Road, and continuing in a southerly and then south-easterly direction over the proposed A14 Trunk Road to be constructed, to where it merges with the eastbound carriageway of the proposed A14 Trunk Road, at a point 528 metres south east of the centre point of where it passes over the realigned B1514 Buckden Road,

identified by a red line on the classification of roads plans - sheet 1.

A14 Northbound Link to A1

6. A 1.75 kilometre length of new highway to be classified as part of the A14 Trunk Road commencing from the point 343 metres south-east of where the westbound carriageway of the proposed A14 Trunk Road to be constructed passes over the proposed realignment of the existing B1514 Buckden Road, to the point where it merges with the northbound carriageway of the existing A1 Trunk Road 483 metres north of the point where the northbound carriageway of the existing A1 Trunk Road passes under the proposed overbridge to be constructed to carry the C167 Grafham Road over the existing A1 Trunk Road,

identified by a blue line on the classification of roads plans - sheet 1.

THE NEW A14 TRUNK ROAD GIRTON INTERCHANGE SLIP ROADS

Westbound Merge (there is no Westbound Diverge)

7. A 813 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at the junction of the slip road with the roundabout proposed to be constructed and known as Girton Roundabout West and continuing in a northerly then a north-westerly direction to where a point where it merges with the westbound carriageway of the existing A14 Trunk Road, at a point 266 metres south-east of where Beck Brook passes under the existing A14 Trunk Road in a culvert,

identified by a blue line on classification of roads plans - sheet 2.

Eastbound Diverge (there is no Eastbound Merge)

8. A 580 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at the centre point on the eastbound carriageway of the existing A14 Trunk Road at a point 56 metres southeast of the centre point of where the eastbound carriageway of the existing A14 Trunk Road passes over Beck Brook (in culvert), continuing in a south-easterly direction to the point where it merges with the roundabout proposed to be constructed and known as Girton Roundabout East,

identified by a blue line on the classification of roads plans - sheet 2.

THE NEW A14 TRUNK ROAD BAR HILL JUNCTION SLIP ROADS

Westbound merge

9. A 866 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at its junction with the roundabout proposed to be constructed and known as Bar Hill Junction (an alteration to the existing A14 Trunk Road junction at Bar Hill) and continuing in a north-westerly direction to the point where it merges with the westbound carriageway of the existing A14 Trunk Road at a point 645 metres north-west of the point where the Longstanton Brook passes (in culvert) under the existing westbound carriageway of the existing A14 Trunk Road,

identified by a blue line on the classification of roads plans - sheet 2.

Westbound diverge

10. A 613 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing from a point 162 metres north-west of where the boundary between Longstanton Parish and Oakington and Westwick Parish crosses the centre point of the westbound carriageway of the existing A14 Trunk Road, and continuing to its junction with the roundabout proposed to be constructed and known as Bar Hill Junction (as an alteration to the existing A14 Trunk Road Junction at Bar Hill),

identified by a blue line on the classification of roads plans - sheet 2.

Eastbound Merge

11. A 735 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing from its junction with the roundabout proposed to be constructed and known as Bar Hill Junction (as an alteration to the existing A14 Trunk Road), and continuing in a south-easterly direction to the point where it merges with the eastbound carriageway of the existing A14 Trunk Road at a point 282 metres north-west of where the boundary between Longstanton Parish

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

and Oakington and Westwick Parish crosses the centre point of the eastbound carriageway of the existing A14 Trunk Road,

identified by a blue line on the classification of roads plans - sheet 2.

Eastbound Diverge

12. A 598 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at a point 387 metres north-west of the point where the Longstanton Brook passes (in culvert) under the eastbound carriageway of the existing A14 Trunk Road, and continuing to its junction with the roundabout proposed to be constructed and known as Bar Hill Junction (as an alteration to the existing A14 Trunk Road),

identified by a blue line on classification of roads plans - sheet 2.

THE NEW A14 CAMBRIDGE SERVICES JUNCTION SLIP ROAD

A 826 metre length of new bifurcated slip road

13. A 826 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at a point 180 metres north-west of the point where Utton's Drove Drain passes under the westbound carriageway of the existing A14 Trunk Road, and continuing in a north-westerly direction to its junction with the roundabout proposed to be constructed and known as 'Cambridge Services Roundabout',

identified by a blue line on the classification of roads plans - sheet 2.

THE NEW A14 TRUNK ROAD SWAVESEY JUNCTION SLIP ROADS

Westbound Diverge

14. A 938 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at a point 625 metres north-west of the point where Utton's Drove Drain passes under the westbound carriageway of the existing A14 Trunk Road, and continuing in a north-westerly direction to its junction with the roundabout proposed to be constructed and known as the Southern Swavesey Roundabout,

identified by a blue line on the classification of roads plans - sheet 2.

Westbound Merge

15. A 666 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at its junction with the roundabout proposed to be constructed and known as the South Swavesey Roundabout, and continuing in a north-westerly direction to the point where it merges with the westbound carriageway of the proposed A14 Trunk Road to be constructed at a point 30 metres east of where Scotland Drove Drain passes under the existing A14 Trunk Road,

identified by a blue line on the classification of roads plans - sheet 2.

Eastbound Diverge

16. A 638 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at the centre point of where the eastbound carriageway of the existing A14 Trunk Road passes under the overbridge proposed to be constructed to carry an unclassified road, to connect the roundabout proposed to be constructed and known as Southern Swavesey Roundabout to the roundabout proposed to be constructed and known as Northern Swavesey Roundabout, and

continuing from that point in a south-easterly and then a north-westerly direction to its junction with the proposed Northern Swavesey Roundabout,

identified by a blue line on the classification of roads plans - sheet 2.

Eastbound Merge

17. A 1.2 kilometre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing at its junction with the roundabout proposed to be constructed and known as the Northern Swavesey Roundabout, and continuing in a south-easterly direction to the point where it merges with the eastbound carriageway of the existing A14 Trunk Road at a point 1172 metres south-east of the centre point of the eastbound carriageway of the existing A14 Trunk Road where it passes under the overbridge which is proposed to be constructed between the proposed Northern Swavesey Roundabout and the roundabout proposed to be constructed and known as Southern Swavesey Roundabout,

identified by a blue line on the classification of roads plans - sheet 2.

THE NEW A14 TRUNK ROAD A1198 ERMINE STREET JUNCTION SLIP ROADS

Eastbound Diverge (there is no Westbound Diverge)

18. A 595 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing from the point 1007 metres east of the centre point of where the eastbound carriageway of the existing A14 Trunk Road passes under the overbridge which is proposed to be constructed to carry the realigned unclassified road known as Silver Street over the new A14 Trunk Road, and continuing in a north-easterly direction to its junction with the roundabout proposed to be constructed and known as the Northern Ermine Street Roundabout,

identified by a blue line on the classification of roads plans - sheet 1.

Westbound Merge (there is no Eastbound Merge)

19. A 729 metre length of new bifurcated slip road, to be classified as part of the A14 Trunk Road, commencing from its junction with the roundabout proposed to be constructed and known as the Southern Ermine Street Roundabout, and continuing in a north-westerly direction to the point where it merges with the westbound carriageway of the new A14 Trunk Road at a point 992 metres east of the centre point of where the westbound carriageway of the new A14 Trunk Road passes under the overbridge which is proposed to be constructed to carry the realigned unclassified road Silver Street over the new A14 Trunk Road,

identified by a blue line on the classification of roads plans - sheet 1.

THE NEW A1 TRUNK ROAD

Realigned A1 Trunk Road Brampton Interchange to Brampton Hut Interchange

20. A 2.9 kilometre length of new highway to be classified as part of the A1 Trunk Road commencing from a point 4 metres north of the centre point of the existing overbridge carrying the existing A1 Trunk Road over the existing B1514 Buckden Road and continuing in a north-north-westerly, then northerly, then north-westerly, then north-north-easterly direction for a distance of 2.9 kilometres to a point where it merges with the existing A1 Trunk Road, at a point 92 metres south of the centre point of the existing roundabout known as Brampton Hut Interchange,

identified by a red line on the classification of roads plans - sheet 1.

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

THE A141 CLASSIFIED ROAD

A 3.2 kilometre length of the existing A14 highway

21. A length of 3.2 kilometres of the existing A14 highway to be re-classified as the A141 Classified Road, from the existing roundabout known as the Spittals Interchange, in a south-westerly direction, passing under the existing B1514 overbridge, and then continuing in a north-westerly direction to the existing roundabout known as the Brampton Hut Junction,

identified by a green line on the classification of roads plans - sheet 1.

THE A1307 CLASSIFIED ROAD (HUNTINGDON ROAD)

A 22.2 kilometre length of new highway

22. A 22.2 kilometre length of new highway, to be classified as the A1307 Classified Road (such length also including existing highway to be improved, as identified in paragraph (k) below)—

- (a) commencing from its junction with the roundabout proposed to be constructed and known as Girton Roundabout East, (as an alteration to the existing A1307 Huntingdon Road) and continuing in a west-north-westerly direction for a distance of 615 metres to the roundabout proposed to be constructed and known as Girton Roundabout West (as an alteration to the existing A1307 Huntingdon Road) and including the entire circumference of the Girton Roundabout East and the Girton Roundabout West;
- (b) then extending from its junction with the proposed Girton Roundabout West in a west-north-westerly direction and then in a north-westerly direction for a distance of 1.6 kilometres to its junction with the proposed Cambridge Crematorium Access Road to be constructed, and then extending in a north-westerly direction for a distance of 415 metres to the roundabout proposed to be constructed and known as 'Oakington Road Roundabout' (as an alteration to the existing C193 Oakington Road) including the entire circumference of the proposed Oakington Road Roundabout;
- (c) then continuing from its junction with the proposed Oakington Road Roundabout in an east-north-easterly direction and then in a north-easterly direction for a distance of 629 metres to the Dry Drayton Roundabout which is proposed to be constructed (as an alteration to the existing C197 Dry Drayton Road) including the entire circumference of the proposed Drayton Road Roundabout;
- (d) then continuing from its junction with the proposed Dry Drayton Roundabout in a west-north-westerly direction, then in a north-north-westerly direction for a distance of 1.6 kilometres to its junction with the proposed Link Road to be constructed from the existing B1050 Hattons Road;
- (e) then extending in a north-westerly direction under the bridge proposed to be constructed (as an alteration and realignment of the existing B1050 Hattons Road) and continuing in a north-westerly direction for a distance of 1.5 kilometres to a centre point under the bridge proposed to be constructed over the existing A14 Trunk Road (as a realignment and extension of the existing unclassified Robin's Lane);
- (f) then extending in a north-westerly direction for a distance of 89 metres to its junction with the proposed realignment and extension of the existing unclassified Robin's Lane, and then continuing in a north-westerly direction for a distance of 997 metres to the east of the existing A14 Eastbound Cambridge Services;
- (g) then continuing around the A14 Eastbound Cambridge Services in a north-easterly then north-westerly, then south-westerly direction for a distance of 370 metres to a point just west of the existing A14 Eastbound Cambridge Services (off the A14 eastbound mainline carriageway);

- (h) then continuing in a north-westerly direction for a distance of 308 metres, to a centre point under the new footbridge for non-motorised users which is proposed to be constructed close to the Bucking Way Business Park, then extending in a north-easterly direction for a distance of 161 metres to its junction with the new local access road which is proposed to be constructed, and then continuing north-eastwards for a distance of 238 metres to the roundabout proposed to be constructed and known as the Bucking Way Road Roundabout (as an alteration to the existing C186 Bucking Way Road);
- (i) then continuing from its junction with the proposed Bucking Way Road roundabout for a distance of 240 metres in a westerly then a south-westerly direction to the roundabout which is proposed to be constructed and known as the Northern Swavesey Roundabout ;
- (j) then continuing in a north-westerly direction for a distance of 1.1 kilometres to a point 519 metres west of the point where it meets Bridleway 225/14;
- (k) then continuing along the route of the existing A14 Trunk Road, proposed to be reclassified as the A1307 road, for a distance of 11.7 kilometres to its junction with the existing unclassified path crossing Mill Common; and
- (l) then continuing in a northerly direction for a distance of 664 metres to its junction with the proposed realignment of the existing B1514 Brampton Road in Huntingdon,

identified by a pink line on the classification of roads plans - sheets 1 and 2.

A 469 metre length of new highway

23. A 469 metre length of new highway to be constructed and classified as part of the A1307 Classified Road, commencing from its junction with the proposed realignment of the unclassified Hinchbrook Park Road, and continuing in a north-easterly direction to its junction with the roundabout proposed to be constructed and known as Views Common Roundabout,

identified by a pink line on the classification of roads plans – sheet 1.

A 5.3 kilometre length of the existing A14

24. A 5.3 kilometre length of the existing A14 which is proposed to be re-classified as part of the A1307 Classified Road, commencing from its junction with the roundabout proposed to be constructed and known as Views Common Roundabout, and continuing in a north-westerly direction to its junction with the A141 at the existing roundabout known as Spittals Interchange, and continuing to a point 420 metres south-east of the existing bridge carrying the existing B1043 over the existing A1(M) road, including the entire circumference of the proposed Views Common Roundabout,

identified by a pink line on the classification of roads plans - sheet 1.

B1514 BUCKDEN CLASSIFIED ROAD

A 874 metre length of new highway

25. A 874 metre length of new highway to be classified as part of the B1514 Buckden Road—

- (a) commencing at a point 206 metres west of the roundabout proposed to be constructed and known as Buckden Road Roundabout (as part of an alteration to the alignment of the existing B1514 Buckden Road), and continuing in a north-easterly direction to its junction with the proposed Buckden Road Roundabout; and
- (b) continuing from the proposed Buckden Road Roundabout in a north-easterly direction under the overbridge proposed to be constructed (to carry the new A14 Trunk Road and the improved A1 Trunk Road) for a distance of 668 metres to the point where it merges with

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

the existing B1514 Buckden Road at a distance of 761 metres southwest of its junction with the unadopted road known as Park Lane, including the entire circumference of the proposed Buckden Road Roundabout,

identified by an orange dashed line on the classification of roads plans - sheet 1.

B1043 OFFORD ROAD CLASSIFIED ROAD

A 1.1 kilometre length of new highway

26. A 1.1 kilometre length of new highway to be classified as part of the B1043 Offord Road from a point 511 metres south-west of the point where the boundary between Godmanchester Parish and Offord Cluny and Offord D'Arcy Parish crosses the new A14 Trunk Road which is proposed to be constructed, continuing in a north-easterly direction and traversing an overbridge (which is proposed to be constructed over the proposed new A14 Trunk Road alignment) to the point where it merges with the existing B1043 Offord Road, 482 metres north-east of the centre point of its proposed overbridge crossing the new A14 Trunk Road,

identified by an orange dashed line on the classification of roads plans - sheet 1.

A1198 ERMINE STREET CLASSIFIED ROAD

A 1.1 kilometre length of new highway

27. A 1.1 kilometre length of new highway to be classified as part of the A1198 Ermine Street—

- (a) commencing from a point 347 metres south-west of a roundabout proposed to be constructed and known as the Ermine Street Roundabout South, and continuing in a north-easterly direction to its junction with the proposed Ermine Street Roundabout South, for a distance of 406 metres including the entire circumference of the proposed Ermine Street Roundabout South;
- (b) then continuing from its junction with the proposed Ermine Street Roundabout South in a north-westerly direction across an overbridge proposed to be constructed over the new A14 Trunk Road, for a distance of 183 metres to its junction with the roundabout proposed to be constructed and known as Ermine Street Roundabout North; and
- (c) then continuing from the Ermine Street Roundabout North in a north-westerly direction for a distance of 495 metres to the point where it merges with the existing A1198 Ermine Street, at a point 585 metres north of the new A14 Trunk Road, including the entire circumference of the proposed Ermine Street Roundabout North,

identified by an orange line on the classification of roads plans - sheet 1.

B1040 POTTON ROAD CLASSIFIED ROAD

A 1 kilometre length of new highway

28. A 1 kilometre length of new highway to be classified as part of the B1040 Potton Road commencing from a point 563 metres north-east of West Brook (where West Brook converges with the point at which the Parish boundaries of Hilton, Fenstanton and Hemingford Grey all meet) and continuing in a north-easterly direction for a distance of 1 kilometre, to the point where it merges with the existing B1040 Potton Road,

identified by an orange dashed line on the classification of roads plans - sheet 1.

B1050 HATTONS ROAD CLASSIFIED ROAD

A 812 metre length of new highway

- 29.** A 812 metre length of new highway to be classified as part of the B1050 Hattons Road—
- (a) commencing at its junction with the existing roundabout known as Saxon Way Roundabout and continuing in a north-westerly then a north-easterly direction for a distance of 144 metres to its junction with the roundabout proposed to be constructed and known as Bar Hill Junction (as an alteration to the existing A14 Trunk Road); and
 - (b) then continuing from the Bar Hill Junction for a distance of 668 metres in a north-easterly direction to a point where it merges with the existing B1050 Hattons Road, at a point 601 metres north-east of the centre point of the Bar Hill Junction circulatory carriageway, including the entire circumference of the Bar Hill Junction circulatory carriageway,

identified by an orange dashed line on the classification of roads plans - sheet 2.

A 191 metre length of new highway

30. A 191 metre length of new highway to be classified as part of the B1050 Hattons Road, commencing from its junction with the new A1307 (which is proposed to be constructed), and continuing for a distance of 191 metres to its junction with the existing B1050 Hattons Road (on its new realignment which is proposed to be constructed) to a point 211 metres north-east of the proposed new Bar Hill Junction circulatory carriageway,

identified by an orange dashed line on the classification of roads plans - sheet 2.

C181 HILTON ROAD CLASSIFIED ROAD

A 967 metre length of new highway

31. A 967 metre length of new highway to be classified as the C181 Hilton Road commencing from a point 129 metres north east of where the boundary between Hilton Parish and Fenstanton Parish crosses the existing C181 Hilton Road, and continuing in a north-easterly then a north-north-easterly direction crossing a new overbridge (which is proposed to be constructed over the new A14 Trunk Road) to a point where it merges with the existing C181 Hilton Road, at a point 206 metres south-west of its junction with the existing unclassified road known as Pear Tree Close,

identified by a pink dashed line on the classification of roads plans - sheet 1.

C340 BRAMPTON ROAD CLASSIFIED ROAD

A 435 metre length of new highway

32. A 435 metre length of new highway to be classified as the C340 Brampton Road, commencing from a point 96 metres north-east of the junction of the existing C340 Brampton Road with the existing A1 Trunk Road, and continuing in a north-westerly then a northerly direction to its junction with the roundabout proposed to be constructed and known as Buckden Road Roundabout,

identified by a pink dashed line on the classification of roads plans - sheet 1.

C167 GRAFHAM ROAD CLASSIFIED ROAD

A 1.0 kilometre length of new highway

33. A 1.0 kilometre length of new highway to be classified as the C167 Grafham Road commencing from the point where it diverges from the existing C167 Grafham Road, 491 metres

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

west of the centre point of the proposed overbridge (proposed to be constructed to carry it over the new A1 Trunk Road alignment and the new A14 Trunk Road alignment), and continuing in a south-easterly then a north-easterly direction over the proposed overbridge to the point where it merges with the existing C167 Park Road, that point being at a distance of 549 metres northeast of the centre point of the proposed overbridge,

identified by a pink dashed line on the classification of roads plans - sheet 1.

C186 BUCKING WAY ROAD CLASSIFIED ROAD

A 174 metre length of new highway

34. A 174 metre length of new highway to be classified as the C186 Bucking Way Road, commencing at the roundabout which is proposed to be constructed and known as the Bucking Way Road Roundabout, and continuing in a north-easterly direction to the point where it merges with the existing C186 Bucking Way Road, at a point 471 metres south-west of the junction of Bridleway 225/16 with the C186 Bucking Way Road, including the entire circumference of the proposed Bucking Way Road Roundabout,

identified by a pink dashed line on the classification of roads plans - sheet 2.

C107 WOOLLEY ROAD

A 2.5 kilometre length of new highway

35. A 2.5 kilometre length of new highway to be classified as the C107 Woolley Road—

- (a) commencing from its junction with the roundabout proposed to be constructed and known as the Northern New Ellington Roundabout, and continuing for a distance of 889 metres in a northerly then an easterly and then a northerly direction to the centre point of where it crosses the Ellington Brook Relief Channel on an overbridge which is proposed to be constructed; and
- (b) then continuing in a northerly and then in a north-westerly direction for a distance of 1.6 kilometres to where it merges with the existing C107 Woolley Road at a point 205 metres south-east of the access to the Huntingdon Research Centre,

identified by a pink dashed line on the classification of roads plans - sheet 1.