

## Highways England Non-Motorised User (NMU) Routes

To: Highways and Transport Committee

Meeting Date: 19 January 2021

From: [REDACTED]

Electoral division(s): All

Forward Plan ref:

Key decision: Yes

Outcome: To deliver a series of Non-Motorised User schemes as part of the A14 scheme utilising Highways England and s106 funding.

Recommendation: Committee is asked to:

- a) note the schemes that have been considered as part of this programme; and
- b) approve the programme of schemes for delivery in the current financial year as set out in table 1.

Officer contact:

Name: [REDACTED]  
Post: [REDACTED]  
Email: [REDACTED]@[cambridgeshire.gov.uk](mailto:[REDACTED]@cambridgeshire.gov.uk)  
Tel: [REDACTED]

Member contacts:

Names: [REDACTED]  
Post: Chair  
Email: [REDACTED]@[cambridgeshire.gov.uk](mailto:[REDACTED]@cambridgeshire.gov.uk)  
Tel: [REDACTED]

Names: [REDACTED]  
Post: Vice Chair  
Email: [REDACTED]@[cambridgeshire.gov.uk](mailto:[REDACTED]@cambridgeshire.gov.uk)  
Tel: [REDACTED]

## 1. Background

- 1.1 Grant funding of £1.9M has been secured from Highways England to deliver Non-Motorised User (NMU) schemes as part of the A14 improvement. This needs to be complemented by match funding and £1.65m of County Council section 106 funding that has been negotiated for such schemes has been identified.
- 1.2 The grant from Highways England has a condition within the agreement that requires match funding and that their element of the funding to be spent by the end of March 2021.
- 1.3 A range of schemes identified with Highways England has been assessed for their impact and deliverability within the timeframe for spending the Highways England funding and approval for a programme of schemes is now sought to allow delivery within the required timeframe.
- 1.4 Highways England expect to fund a further round of schemes and so although not all of those schemes considered can be delivered at this stage, it is hoped that those not included in the current package can move forward at a later time.

## 2. Main issues

- 2.1 A range of schemes have been assessed by Highways England and County Council officers for this funding as follows:

### **A1198 – Papworth to Cambourne**

The NMU route ties in at its northern extent with an existing footpath on Ermine Street, Papworth Everard and runs in a south-east direction along the A1198 until it reaches the A428 roundabout and ties in with an existing shared use footpath.

### **Bar Hill to Longstanton NMU route**

This proposed 2.5m shared use NMU route runs from an existing shared use footway at the B1050 Home Farm Road roundabout in a southerly direction adjacent to the south running lane of the B1050 until it reaches the proposed Northstowe access roundabout. The NMU path then crosses the access road, where it ties in with the proposed shared use footways of the Northstowe development which runs along the B1050 towards the A14 Bar Hill junction and east towards Northstowe.

### **Longstanton Bridleway 10 upgrade**

The NMU route is proposed alongside the access roads into Northstowe, so improvements to the bridleway would also facilitate a new circular route using the A14 NMU route and the new access road NMU routes. The length of the section of the bridleway to be resurfaced is circa 750 metres in length and has a width of 3.5 metres.

### **A1198 Wood Green to Godmanchester**

An NMU route that runs in a south-eastern direction from the south-western extent of Bearcroft Farm to the northern entrance of Wood Green Animal Shelter. The route will be primarily linear, running adjacent and parallel to the east of the A1198 road.

### **Girton footpath 4 and 5 upgrade**

This scheme involves the Girton footpaths 4(99/4) and 5(99/5) being upgraded to bridleway for the use by the public. For footpath 4 this is from where the path meets Huntingdon Road

to the northern extent of the A14 footbridge. For footpath 5 this is from where the path begins at Huntingdon Road to the south-western extent of the M11 underpass.

### **Girton to Oakington**

The existing shared cycle route between Girton and Oakington sees reasonable numbers of cyclists utilising the route, despite the substandard width which ranges from 1.20m to 1.80m. The new Northstowe development will see this number of cyclist's increase which will lead to greater conflict between user groups on this route due to the insufficient width. The proposals shall see the existing width of the cycle route widened to 2.50 to 3.0m to reduce the conflict between user groups, and to provide an improved corridor for pedestrians.

### **Washpit Lane**

The proposal is to remove the areas of overgrown vegetation and provide a 6m wide route to connect into the new NM route between the Dry Drayton roundabout and Girton. This widened corridor will be comprised of a 3m route for pedestrians and cyclist formed from the existing carriageway and 3m verge for equestrians.

**Boxworth to A14** - Provide a non motorised users route to the services as a destination. This would provide access to the facilities in Swavesey which were identified in the Boxworth residents survey. This will comprise a 40mph buffer zone between the Manor Lane junction and Grapevine Cottages, creating a continuous 3.0m wide cycle footway on the western side of Boxworth Road as far as the re-designed roundabout at the services. It would create a safe way for the cycle footway to connect to the proposed cycle footbridge over the A14, improving the existing shared use footway round the services roundabout with an improved crossing of Boxworth Road with improved sight lines for motorised vehicles of the crossing point, and extend the existing shared use path at the roundabout into the services area, completing the missing section of the route.

**Dry Drayton NMU link** - With the completion of a new NMU link from Swavesey to Cambridge as part of the A14 project, Dry Drayton remains cut off from the network. A short link from the village to the NMU path would link Dry Drayton in to the wider network and give a route to Cambridge.

**Hilton to Fenstanton** - The A14 scheme includes a major new bypass to the South of Huntingdon and upgrades to 21 miles of the A14. Substantial lengths of new dual carriageway roads are being provided with bridges over or under existing roads but there is a risk of severing settlements along the new road corridor. This scheme therefore seeks to provide a high quality link for NMU's to the village of Hilton with Fenstanton and St Ives.

**Buckden to Hinchbrook** - Improve link onto A1 path from Silver St. Widen and improve existing either side of new section where possible and build new section of path to Brampton on east side of the road with toucan crossing to off-road path on west side. Improve signage.

- 2.2 Outline costings and a programme has been prepared for each of these schemes and through this work, it has become apparent that only some of the schemes can deliver within the available timeframe for this current round of funding.
- 2.3 On this basis, a programme of deliverable schemes has been agreed with Highways England that will utilise all of their funding within the agreed time frame. This will be

supplemented by the s106 funding that has been agreed for these schemes as match funding.

2.4 A second round of scheme delivery is likely to follow in the next financial year and so it is possible that those schemes outstanding can be delivered through that process.

2.5 The proposed programme of schemes on this basis is as contained in table 1.

**Table 1 – Proposed programme of NMU schemes**

	<b>Grant</b>	<b>CCC</b>	<b>Total</b>
Papworth to Cambourne	£743,000	£231,000	£974,000
Bar Hill to Longstanton	£50,000	£932,000	£982,000
Longstanton Bridleway 10 upgrade	£388,097	£0	£388,097
Girton to Oakington	£550,000	£450,000	£1,000,000
Washpit Lane	£100,000	£0	£100,000
	<b>£1,831,097</b>	<b>£1,613,000</b>	<b>£3,444,097</b>

2.5 The above schemes have been tested through the Highways England validation process to ensure that they provide value for money and that they meet the criteria for inclusion in the programme.

2.6 A signed Grant Agreement has been supplied by Highways England based upon the Programme and costs. These schemes are programmed to start in January 2021 in order to meet the requirements of the Grant Agreement.

### 3. Alignment with corporate priorities

3.1 A good quality of life for everyone

The addition of these NMU routes will enhance the walking and cycling opportunities for those residents travelling between the schemes respective destinations, both from a leisure and commuting perspective and will encourage less car usage and provide increased health benefits.

3.2 Thriving places for people to live

The addition of these NMU routes will enhance the walking and cycling opportunities for those residents travelling between the schemes respective destinations, both from a leisure and commuting perspective and will encourage less car usage and provide increased health benefits.

3.4 Net zero carbon emissions for Cambridgeshire by 2050

The addition of these NMU routes will enhance the walking and cycling opportunities reducing the reliance on the motor car which will support the initiative to reduce carbon.

### 4. Significant Implications

- 4.1 Resource Implications  
Delivery can take place within the allocated budget and including funding from Highways England.
- 4.2 Procurement/Contractual/Council Contract Procedure Rules Implications  
Procurement will be delivered in accordance with existing contracts or compliant with Procurement Regulations.
- 4.3 Statutory, Legal and Risk Implications  
The funding window for the Grant Agreement expires at the end of the financial year, any further delay to the package of work could compromise the ability to draw down on the full funding.
- 4.4 Equality and Diversity Implications  
There are no significant implications within this category
- 4.5 Engagement and Communications Implications  
Will be undertaken as required for scheme implementation
- 4.6 Localism and Local Member Involvement  
Local Members have been informed of the proposals for these routes.
- 4.7 Public Health Implications  
There NMU routes will support improvements to Public Health

**Have the resource implications been cleared by Finance? Yes**

Name of Financial Officer: [REDACTED]

**Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement? Yes**

Name of Officer: [REDACTED]

**Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes**

Name of Legal Officer: [REDACTED]

**Have the equality and diversity implications been cleared by your Service Contact?**

Yes

Name of Officer: [REDACTED]

**Have any engagement and communication implications been cleared by Communications? Yes**

Name of Officer: [REDACTED]

**Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes**

Name of Officer: [REDACTED]

**Have any Public Health implications been cleared by Public Health Yes**

Name of Officer: [REDACTED]

## 5. Source documents guidance

### 5.1 Source documents

None