

**INSTALLATION OF TOUCAN CROSSINGS AT B1047/A14 HORNINGSEA
INTERCHANGE AND B1049/A14 HISTON INTERCHANGE**

To: **Cabinet**

Date: **17th September 2012**

From: **Executive Director, Economy, Transport and Environment**

Electoral divisions: **Cottenham, Histon and Impington; Fulbourn**

Forward Plan ref: **Not applicable** *Key decision:* **No**

Purpose: **To seek approval from Cabinet for the implementation of two schemes which provide pedestrian and cycle crossing facilities at interchanges on the A14 Cambridge Northern Bypass.**

Recommendation: **To:**

- a) approve the scheme proposed at A14/B1049 Histon interchange for implementation, and the use of Section 106 funding for the scheme.**
- b) approve the scheme proposed at A14/B1047 Horningsea for implementation.**

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1. BACKGROUND

- 1.1 The A14 Cambridge Northern Bypass acts as a barrier to walking and cycling for some communities. Milton enjoys the benefit of a good quality, direct foot and cycle bridge with good infrastructure on each side of it, but there are no facilities in place at Histon and Impington, or at Horningsea.
- 1.2 The B1049/A14 (Junction 32) Histon Interchange carries in excess of 20,000 motor vehicles per day. 1,200 cyclists and 200 pedestrians per day make their way across the interchange with no formal crossing provision in place. There have been 10 reported personal injury accidents at this location in the last six years, three of which involved cyclists.
- 1.3 Pedestrians and cyclists from the north of Cambridge including the new development of Orchard Park cross the interchange towards Histon to attend the secondary school, to access employment and to access facilities such as pubs, churches, community groups and the swimming pool. Pedestrians and cyclists from Histon, Impington and Cottenham cross the interchange to commute into the city, and to access entertainment and shopping facilities in Cambridge.
- 1.4 Section 106 funding totalling £450,000 was secured from the Orchard Park development towards 'interchange improvements'.
- 1.5 Works to improve the cycle route through Histon and Impington on the B1049 were completed in 2009, and improvements between Cottenham and Histon were completed earlier this year. Cycling is becoming an increasingly popular option on this route.
- 1.6 A new foot/cycle way was constructed between Fen Ditton and Horningsea as part of the Cycling Towns programme, opening in October 2010. Up until this point, Horningsea was the only village around Cambridge not served by some form of cycling infrastructure. The new route connects Horningsea to the wider cycle network in Cambridge, and makes it possible to cycle in relative safety across green spaces away from motor traffic into the centre of Cambridge.
- 1.7 Levels of usage have been growing steadily, but users have reported difficulties and delays when crossing the A14 slip roads at the A14/B1047 Horningsea Interchange, as there are currently no controlled crossings in place. This results in usage of the route being confined to confident cyclists, and some users remaining on the relatively narrow and busy road. Providing some form of controlled crossings would make the route much more attractive to all cyclists, and would ensure usage levels grow.

2. PROPOSALS

A14/B1049 Histon Interchange

- 2.1 Consultants were commissioned to consider the feasibility of constructing a bridge, a tunnel or a combination of bridges and tunnels, as well as

considering the option of toucan crossings being installed at each of the four slip roads.

- 2.2 The report clearly set out that the option of toucan crossings had distinct advantages over the other options in terms of directness, personal security, ease of construction, costs and ongoing maintenance. Having fully considered the content of the report, officers decided to actively promote the toucan crossing option in preference to any other.
- 2.3 A number of meetings were held with locally elected representatives to explain the options and their relative merits, and to discuss the way forward. The Council was asked to undertake some traffic modelling to demonstrate the effects of introducing toucan crossings.
- 2.4 Officers developed the design further adding some additional capacity into the roundabout for motor vehicles by adjusting road markings. Traffic modelling was then undertaken to demonstrate the fact that there would be no negative impact on motor traffic/ queue lengths if the proposals are implemented. The developed designs and traffic modelling were then presented back to the local representatives, and it was then agreed to proceed to public consultation.
- 2.5 Details of the proposal (and the other options considered) can be viewed at www.tinyurl.com/bskbr9v and in **Appendix A**.

A14/B1047 Horningsea Interchange

- 2.6 The Horningsea interchange is a simpler layout than the roundabout at Histon as there are only slip roads on the west side of the A14. Officers concluded that providing toucan crossings over each slip road and adding traffic signals to the southern junction, would be a simple and effective solution, and so it was decided to take this forward to public consultation, having first informed locally elected representatives. Details of the proposal can be viewed at www.tinyurl.com/bufn22m and in **Appendix B**.
- 2.7 In terms of potential delays to motor traffic, this should be very minimal since demand on the crossings is always likely to be relatively low, compared with Histon interchange for instance. When there is demand on the southern toucan crossing both streams of traffic (into and out of Cambridge) will be held at red to allow the crossing movement to be undertaken. At the toucan crossing on the northern side, pedestrians and cyclists will be shown a green light when motor traffic from the A14 is held at red (i.e. no change to the existing situation for motor traffic).

3. CONSULTATION

- 3.1 Extensive letter drops were undertaken to publicise two consultation events per scheme in the local areas, as well as signposting residents to the proposals which could be seen on the County Council's website.
- 3.2 With the very welcome support of the local Parish Councils, the events were well attended. Horningsea for instance, only has a population of 280, and over 40 people attended the consultation event held there.

- 3.3 59 responses were received to the A14/B1049 Histon scheme, with 48 respondents (81%) broadly supportive of introducing toucan crossings as proposed. There was little support for the underpass option, but still some support for the option of a bridge. Some respondents felt that on value for money terms alone the toucan crossing option stood out as the best way forward.
- 3.4 A number of respondents suggested that as part of the scheme a link should be made from the interchange into Orchard Park. Officers are already aware of this proposal, known as Ring Fort Path, and understand its local and wider benefits. An initial cost estimate has been produced, and the site has been checked, to enable the scheme to be taken forward for assessment alongside others for Section 106 funding. If the scheme is successful in being allocated funding, then there are a number of complex issues to address including an embankment with a history of stability problems and some land ownership issues.
- 3.5 41 responses were received to the A14/B1047 Horningsea scheme. 37 respondents (90%) were supportive and four of the respondents (10%) made comments, but did not state whether they supported the scheme or not. A number of comments were made suggesting minor improvements which could be made to the exact crossing positions. These suggestions will be incorporated into the detailed design.

4. NEXT STEPS

- 4.1 Given the strong local support, Cabinet are asked to approve both schemes so that detailed design can commence with a view to delivering the schemes early in 2013.
- 4.2 The scheme at A14/B1049 Histon Interchange is estimated to cost £450,000. It is proposed that this be funded from S106 contributions from Orchard Park, an approach supported by local Members.
- 4.3 There are sufficient residual funds from the DfT funded Cycling Towns initiative to fund the £275,000 estimated to implement the scheme proposed at A14/B1047 Horningsea.
- 4.4 Discussions are ongoing with the Highways Agency, as both schemes impact to some extent upon their network as the A14 is a road they maintain. The Highways Agency will have to approve the detailed design of the schemes, the method of working and the traffic management, and therefore poses the largest risk in terms of delivery of both projects.

5. ALIGNMENT WITH PRIORITIES AND WAYS OF WORKING

5.1 Developing the local economy for the benefit of all

More people cycling will reduce congestion for motor traffic, and thus improve journey times for all vehicles. Enhancing cycling infrastructure is a cost effective way of adding capacity into the overall transport network.

5.2 **Helping people live healthy and independent lives**

The proposals should increase levels of walking and cycling, and thus have a positive impact upon public health. The proposals will make it easier for disabled people to cross both interchanges and thus be more independent.

The proposals will provide improved local transport options to enable local communities to access employment and essential services.

5.3 **Supporting and protecting vulnerable people**

The proposals will make it easier for disabled people to cross both interchanges.

5.4 **Ways of Working**

There are no significant implications within this category.

6. **SIGNIFICANT IMPLICATIONS**

6.1 **Resource and Performance Implications**

The report above sets out the estimated costs of the proposed schemes in Section 4.

6.2 **Statutory, Risk and Legal Implications**

There are no significant implications for any of the prompt questions within this category.

6.3 **Equality and Diversity Implications**

There are no significant implications for any of the prompt questions within this category.

6.4 **Engagement and Consultation Implications**

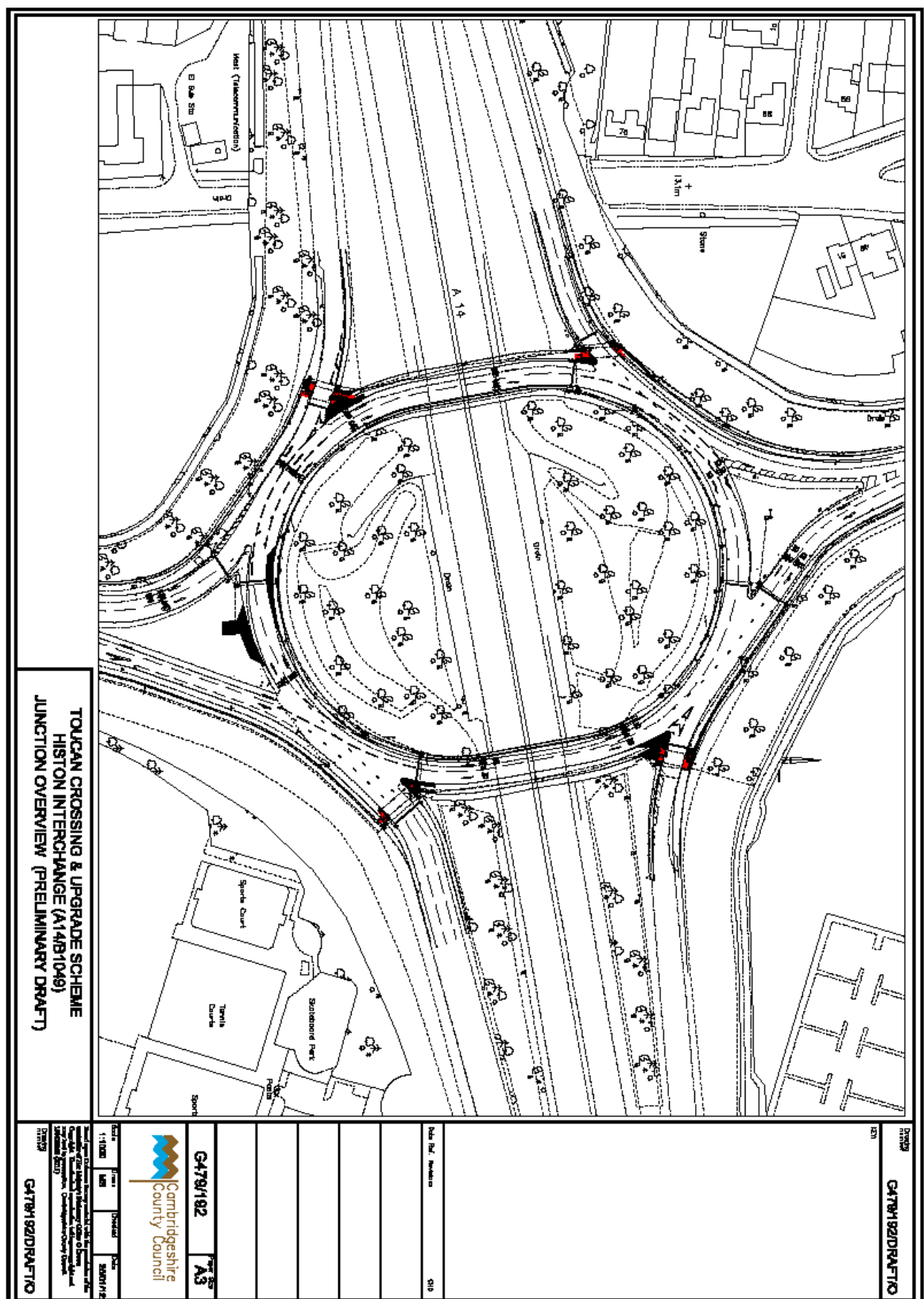
There has been notable engagement with local communities and locally elected representatives in developing the proposals.

6.5 **Public Health Implications**

The proposals should increase levels of walking and cycling, and thus have a positive impact upon public health.

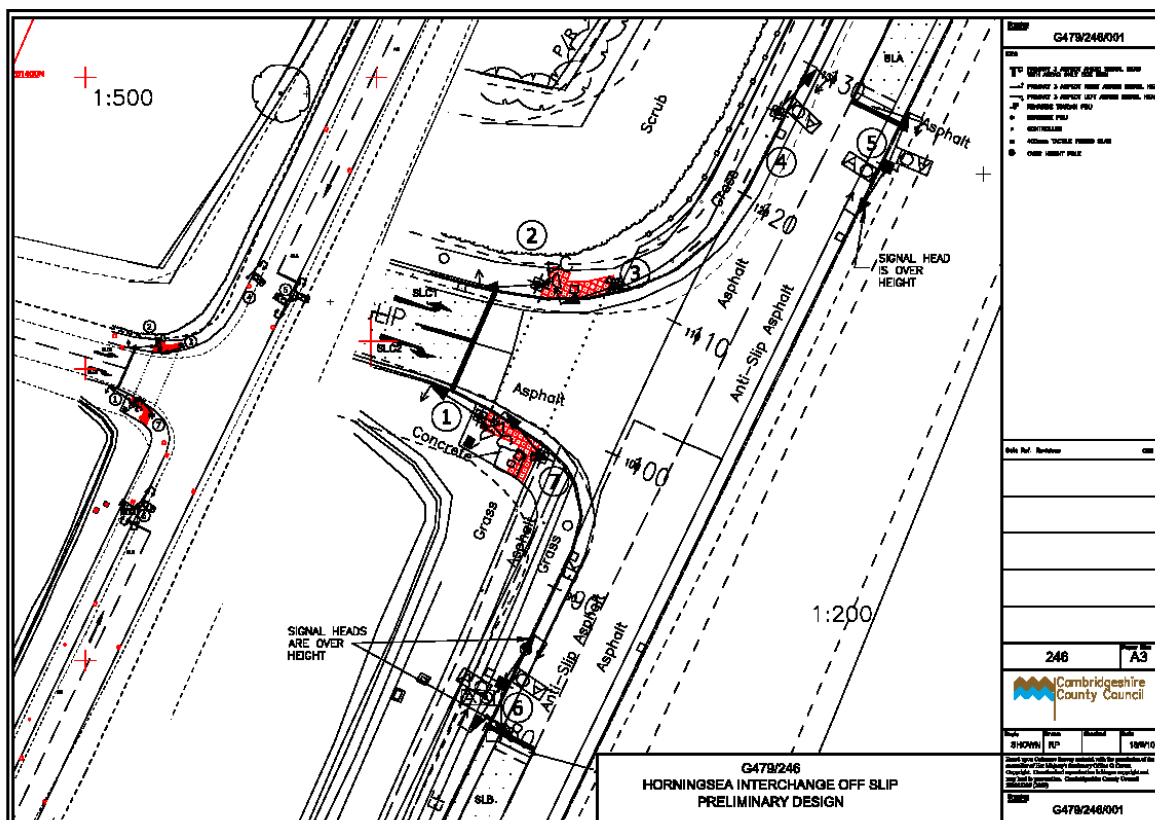
Source Documents	Location
Consultation responses A14/B1049 Option Study Report	Major Infrastructure Delivery Team, A Wing, 2 nd Floor, Castle Court, Cambridge

APPENDIX A – PROPOSED SCHEME AT A14/B1049 HISTON INTERCHANGE



APPENDIX B – PROPOSED SCHEME AT A14/B1047 INTERCHANGE

Proposed toucan crossing on northern side of A14:



Proposed toucan crossing on southern side of A14:

