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| <b>Transport &amp; Infrastructure Committee</b> |  | Agenda Item |
| <b>15 November 2023</b>                         |  | <b>8</b>    |
| Title:  | BP Roundabout Non-Motorised User (NMU) Crossing Study  |             |
| Report of:                                      | Robert Jones, Transport Programme Manager  |             |
| Lead Member:                                    | Cllr Anna Smith, Chair of Transport and Infrastructure Committee   |             |
| Public Report:                                  | Yes  |             |
| Key Decision:                                   | Yes  |             |
| Voting Arrangements:                            | A vote in favour by at least two thirds of all Members (or their Substitute Members) appointed by the Constituent Councils, to include the Members appointed by Cambridgeshire County Council and Peterborough City Council, or their Substitute Members |             |

### Recommendations:

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| A | Note progress on BP Roundabout Non-Motorised User (NMU) crossing Study.   |
| B | Recommend to the Combined Authority Board to approve the funding of £550,000 for the next stage of this project, from within the MTFP. The funding will be from £1.8m subject to approval unallocated active travel capital funding for 2024/25 to fund further appraisal work (Stage 2 in para 3.5). |

### 1. Purpose

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| 1.1 | This paper seeks to provide an update on the BP Roundabout Non-Motorised User (NMU) crossing Study and outlines next stages. The paper also seeking recommendation for this project to progress to the next stage and recommend funding for £550,000 for the next stage to CPCA Board. |
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### 2. Proposal

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| 2.1 | This paper provides an update on the work undertaken to date on the BP Roundabout Non-Motorised User (NMU) Crossing Study by Cambridgeshire County Council (CCC) Highways' team. The paper also outlines next steps for progressing the project further. |
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### 3. Background

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| 3.1 | On 15 March 2023, the Combined Authority's Transport and Infrastructure Committee recommended £100,000 of funding to be used to progress a non-motorised crossing at the roundabout close to a BP filling station and the Lancaster Way Business Park near Ely. |
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The study has now progressed and found that the A10 represents a barrier to pedestrians and cyclists attempting to access the village of Witchford from Ely (and vice-versa) and prevents onward movement to the southwest of Ely and beyond. There are also local facilities on the west side of the Witchford Road roundabout junction, such as the BP garage, Burger King, Starbucks, Travelodge hotel and the Lancaster Way Business Park which create an existing desire line through the roundabout junction.

The photograph below illustrates the existing crossing provision



3.2 Trips with desire lines on this route include commuter journeys to and from the Lancaster Way Business Park as well as commuter, retail, and leisure trips to and from Ely. A smaller proportion of trips represent school journeys to Witchford Village College for Ely residents and/or journeys to Ely College for Witchford residents.

3.3 A highway capacity improvement scheme was completed at the Witchford Road roundabout junction in 2021. Although the scheme enhanced vehicular capacity at the junction, further opportunities remain for enhancing NMT connectivity, in line with current national and local policy guidance. The highway scheme was also designed prior to the publication of Gear Change and other policies which increase the emphasis on active travel.

3.4 A Feasibility Study was therefore initiated to examine possible solutions/options to address the severance issues explained above with the following requirements:

- A possible bridge crossing of the A10 linking St Johns Road and Witchford via Byway 39 where the road is in cutting.
- An underpass alternative linking Witchford Road, Ely with the existing cycling route at the BP Roundabout where the carriageway is slightly elevated.
- Any other grade separated means of crossing deemed appropriate at this location.

3.5 The methodology used for this study aligns with the DfT's Transport Appraisal Process and adheres to the three stages of the process. The stages are:

**Stage 1:** Option development – identifying the need for intervention and the development of options to address a clear set of locally developed objectives and associated outcomes. These have then been sifted to identify the better performing options to be taken on to further detailed appraisal;

**Stage 2:** Further appraisal – further option refinement and appraisal of the better performing options to obtain sufficient information to enable decision-makers to make a rational and auditable decision about whether to proceed. The focus of analysis will be on estimating the likely performance and impact of intervention(s) in sufficient detail; and

|                              |  |             |   |                              |   |             |        |                              |       |
|------------------------------|--|-------------|---|------------------------------|---|-------------|--------|------------------------------|-------|
|                              | <p><b>Stage 3:</b> Implementation, monitoring, and evaluation – the final stage of the process will involve developing a detailed implementation programme and undertaking postimplementation monitoring and evaluation to determine whether the intended outcomes and objectives have been delivered.</p> <p>The options appraisal report (OAR) is concluding Stage 1.</p>  |             |   |                              |   |             |        |                              |       |
| 3.6                          | The OAR sets out the evidence that demonstrates that the project has been developed from a clear understanding of the policy context, specific transport (and wider policy) challenges and clear objectives. A range of options have been considered, discussed with stakeholders, and further developed so that a shortlist of preferred solutions has emerged from a transparent process.  |             |   |                              |   |             |        |                              |       |
| 3.7                          | Cambridgeshire County Council Highways team appointed WSP Consultancy in April 2023 to carry out the above process and report.   |             |   |                              |   |             |        |                              |       |
| 3.8                          | A stakeholder group was formed early in the first stage of work to offer external input to the project on behalf of local communities and Non-Motorised User groups. Throughout the process, three workshops have been held with stakeholders to keep the group apprised of progress and seek guidance for option shortlisting and agreement of scheme objectives.   |             |   |                              |   |             |        |                              |       |
| 3.9                          | <p>The stakeholder group included representatives of the following organisations:</p> <ul style="list-style-type: none"> <li>• Ely City Council</li> <li>• Witchford Parish Council</li> <li>• East Cambs. District Councillors</li> <li>• County Councillors</li> <li>• Ely Cycle Campaign</li> <li>• Cambridge Cycle Campaign</li> <li>• CCC Cycle Officer</li> <li>• British Horse Society</li> <li>• Local cycling interest groups</li> </ul>  |             |   |                              |   |             |        |                              |       |
| 3.10                         | Since the project is directly linked to Lancaster Way Business Park, a further engagement session was held with a business stakeholder group including representatives from companies located at the business park. The work carried out on the project to reach a shortlist of options was explained to the group in September 2023.  |             |   |                              |   |             |        |                              |       |
| 3.11                         | In addition to the above the local Member of Parliament, Lucy Fraser MP has personally written a letter in support of the plight of local residents in relation to safety concerns at this junction and urging the council to take action to implement a solution as soon as possible.   |             |   |                              |   |             |        |                              |       |
| 3.12                         | Public Consultation was not intended to be completed until the next stage of work once a shortlist of options had been identified. However, a 500-signature petition was submitted to CCC in July 2023, shortly after the second stakeholder workshop.   |             |   |                              |   |             |        |                              |       |
| 3.13                         | The report has assessed many attributes of the options including but not exclusive to safety, carbon footprint, deliverability risk and forecast costs.  |             |   |                              |   |             |        |                              |       |
| 3.14                         | <p>There is a significant range of values for both cost and carbon footprint</p> <p><b>Cost range</b></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Over bridge</td> <td>£6.6 million (inclusive of 44% optimism bias)</td> </tr> <tr> <td>At Grade Signalised crossing</td> <td>£1.5 million (inclusive of 44% optimism bias)</td> </tr> </table> <p><b>Carbon footprint range (tCO<sub>2</sub>e) *</b></p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%;">Over bridge</td> <td>335.53</td> </tr> <tr> <td>At Grade Signalised crossing</td> <td>29.93</td> </tr> </table> <p>* tCO<sub>2</sub>e stands for tonnes of carbon dioxide equivalent.</p> | Over bridge | £6.6 million (inclusive of 44% optimism bias) | At Grade Signalised crossing | £1.5 million (inclusive of 44% optimism bias) | Over bridge | 335.53 | At Grade Signalised crossing | 29.93 |
| Over bridge                  | £6.6 million (inclusive of 44% optimism bias)  |             |   |                              |   |             |        |                              |       |
| At Grade Signalised crossing | £1.5 million (inclusive of 44% optimism bias)  |             |   |                              |   |             |        |                              |       |
| Over bridge                  | 335.53   |             |   |                              |   |             |        |                              |       |
| At Grade Signalised crossing | 29.93  |             |   |                              |   |             |        |                              |       |

| 3.15           | <p><b>Next steps</b></p> <p>The next step is to progress to Stage 2, subject to funding approval as part of MTFP. This will involve further design development, stakeholder engagement more detailed risk review and conclude a preferred single option.</p> <p>CCC have advised a profile for both the next stage and completion. For the purposes of budgeting and using the worse financial case (overbridge) the following profile exists and is recommended to be included within the MTFP for the next financial year. These values are estimates and will change in terms of both time and value at the end of stage 2 and are considered conservative.</p> <table border="1"> <thead> <tr> <th>Financial Year</th> <th>FY24/25</th> <th>FY25/26</th> <th>FY26/27</th> <th>FY27/28</th> </tr> </thead> <tbody> <tr> <td>Funding £000</td> <td>£550</td> <td>£400</td> <td>£1,450</td> <td>£4,200</td> </tr> </tbody> </table> <p>The total value is £6,600,000.</p> | Financial Year | FY24/25 | FY25/26 | FY26/27 | FY27/28 | Funding £000 | £550 | £400 | £1,450 | £4,200 |
|----------------|--|----------------|---------|---------|---------|---------|--------------|------|------|--------|--------|
| Financial Year | FY24/25  | FY25/26        | FY26/27 | FY27/28 |         |         |              |      |      |        |        |
| Funding £000   | £550   | £400           | £1,450  | £4,200  |         |         |              |      |      |        |        |

| 4. Appendices |     |
|---------------|-----|
| 4.1           | N/A |

| 5. Implications                             |   |
|---|---|
| Financial Implications                      |   |
| 5.1   | <p>There are currently two main options being recommended. One a new structure over location of the existing roundabout and the other is a signalised at grade crossing. Subject to overall CPCA approval of funding for the next phase funding of £550,000 this stage will confirm the preferred single option to be taken forward. Funding for the next stage of the project appraisal process will be a virement from subject to approval budget for active travel, within the existing MTFP.</p> <p>Further work will also offer an improved degree of knowledge of cost of the preferred solution. Current projected Financial costs will be for the costliest of the two solutions currently available. There is currently not sufficient funding within the remaining active travel capital funding to deliver the most expensive options. If this option becomes the recommended, additional funding will need to be secured if this were to be the preferred option following Stage 2.</p> |
| Legal Implications                          |   |
| 6.1   | Upon approval of funding, a CPCA standard GFA will be issued, and any future grant funding will be secured via a varied or new grant funding agreement.   |
| Public Health Implications                  |   |
| 7.1   | The BP Roundabout Non-Motorised User (NMU) crossing Study has a positive implication for public health. The scheme will deliver improved non-motorised access across this busy roundabout junction and offer improved and attract active travel use.  |
| Environmental & Climate Change Implications |   |
| 8.1   | The study document includes details of the carbon footprint offered by each option and this information will careful be considered as part of the option selection.   |
| Other Significant Implications              |   |
| 9.1   | NA  |
| Background Papers                           |   |
| 10.1  | Previous BP Roundabout Non-motorised user paper 15 <sup>th</sup> March 2023, <a href="#">Document.ashx (cmis.uk.com)</a>  |