



Transport & Infrastructure Committee

24 January 2025

Title:	BP Witchford Roundabout Non-Motorised User Feasibility Study Update
Report of:	Robert Jones, Transport Programme Manager
Lead Member:	Councillor Anna Smith, Chair of Transport and Infrastructure Committee
Public Report:	Yes
Key Decision:	No
Voting Arrangement:	No vote required

Recommendations:

A	Note the content of this report.
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Strategic Objective(s):

The proposals within this report fit under the following strategic objective(s):

X	Achieving good growth
X	Increased connectivity
X	Enabling resilient communities

1. Purpose

1.1	This report provides an update to the Committee on the project progress of the BP Witchford Roundabout Non Motorised User (NMU) feasibility study.
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2. Recent and Forthcoming Events

2.1	<p>Current CCC progress of the design and consultation.</p> <p>The Combined Authority provided funding to Cambridgeshire County Council (CCC) to advance the development of a safe road crossing solution at the Witchford Roundabout, building on prior considerations and assessments.</p> <p>In 2024, CCC appointed a design team to prepare an Outline Business Case (OBC) as part of a structured, one-year delivery programme. This programme focuses on developing viable options, engaging with stakeholders, and consulting on potential designs, as detailed in the timeline below.</p> <p>The proposed options are being thoroughly costed and assessed for feasibility and deliverability.</p>
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2.2	<p>During the initial appraisal phase, multiple crossing options were explored, including overbridges, underpasses, and at-grade crossings. These options were reviewed in collaboration with key local stakeholders to ensure alignment with community needs and priorities.</p> <p>Based on the findings from the options appraisal report, the appointed designers have further refined two solutions: an at-grade crossing and a bridge. These refined options are now being prepared for wider public consultation, ensuring that community feedback continues to shape the final design.</p> <p>Consultation Opens: 22 January 2025 Consultation Closes: 5 March 2025</p>
2.3	<p>The consultation will be available from Consult Cambs, further details will be available on the CCC webpage – Transport Projects Cambridgeshire County Council</p> <p>The public consultation has been carefully designed to maximise accessibility and encourage broad engagement from the community. A range of methods and opportunities have been put in place to ensure as many people as possible can participate, including:</p> <ul style="list-style-type: none"> • Online Webinars: Two live webinars will be hosted, providing an opportunity for attendees to learn about the project and ask questions in real-time. One of these sessions will be recorded and made available on the Consult.Cambs page for those unable to attend live. • In-Person Events: Two face-to-face consultation events will take place at Witchford Village College and Ely Library, offering local residents a chance to engage directly with the project team. • Ely Library will also host a static exhibition in its reception area throughout the consultation period, allowing visitors to view project details at their convenience. • Community Information Points: Key local venues, such as libraries and GP surgeries, will display posters and leaflets promoting the consultation and directing people to further information. • Dedicated Consultation Email Address. • Targeted mail-out will be sent to residents, providing comprehensive details about the project and instructions on how to participate in the consultation. • Social media toolkit to promote the consultation digitally, ensuring a wide-reaching campaign across online platforms. <p>The Combined Authority will be responding to this consultation, as a statutory consultee.</p>
2.4	<p>The consultation aims to gather valuable insights and feedback from the community to inform the development of a safe and effective road crossing solution on the A10. The key objectives are as follows:</p> <ul style="list-style-type: none"> • Identify Current Barriers: To understand the challenges and obstacles currently faced by individuals attempting to cross the A10. • Gauge Crossing Preferences: To gather public opinions on the preferred type of crossing, such as a signalised crossing or an overbridge. • Assess Active Travel Demand: To evaluate the level of demand for a crossing among those using active travel modes, such as walking and cycling. • Understand Usage Patterns: To determine who is likely to use the crossing and their reasons for doing so, ensuring the design aligns with community needs. • Pinpoint Preferred Locations: To identify key destinations and travel routes, helping to establish the most suitable location for the crossing based on where people are traveling to and from. • Incorporate Public Input into Design: To seek constructive feedback and ideas from the public that can enhance the development of the business case and improve the crossing’s design. <p>By accomplishing these objectives, the consultation will pave the way for a solution that is not only technically sound and feasible but also thoughtfully aligned with the needs, priorities, and aspirations of the local community.</p>

2.5

Crossing Options may include:

Signalised Crossing option:

- Implementation of a Toucan crossing on the A10 arm of the A10 / A142 Witchford Road roundabout
- Crossing located 20m from A10 arm entry to / exit from the roundabout circulatory
- Reduction in speed limit proposed on all arm approaches from national to 40mph
- Extension of existing shared use footway / cycleway to proposed crossing location – width of new shared use section proposed to be 3m with 0.5m buffer to carriageway.
- No plans to upgrade / widen existing shared use connections – although noted they are below standard.
- Existing uncontrolled crossing to be removed.
- New lamp columns proposed on western side (service area side) to provide lighting for pedestrians / cyclists from the crossing to the existing shared use path.
- Implementation of high friction surfacing on A10 on the approach to the crossing from both directions.

Signalised Crossing Plus option:

- As above except Pegasus crossing proposed instead of Toucan and provision of connections (type and routes to be confirmed) to Byway 39.
- A Pegasus crossing, also known as an equestrian crossing, is a type of pedestrian crossing that allows both people and horses to cross the road.

2.6

Overbridge options

OB-2 – Pedestrian / Cycle bridge:

- Implementation of a pedestrian and cycle only bridge over the A10 c. 150m from the junction.
- Distance from the junction is driven by required ramp length based on the recommended gradient (1:22).
- Bridge itself will be 4m wide – 3m of shared space with 0.5m buffers either side.
- 1.4m parapet height in accordance with guidance for pedestrians and cyclists.
- Connections to be made from bridge ramp on western side to existing shared use path and will most use existing embankment on the eastern side heading south-east to connect into existing shared use path by the residential area.
- Type of bridge to be confirmed but options under consideration include a Steel Warren Truss and Fibre Reinforced Polymer (FRP).

OB-2 Plus – Pedestrian / Cycle / Equestrian bridge:

- As above except the following differences:
 - Slightly larger / stronger structure to accommodate increased loading required for horses.
 - 1.8m parapet height in accordance with guidance for equestrians
 - Addition of another ramp on Western side heading north for c. 150m and connection to byway. Addition of connection on eastern side heading north-east, making as much use of existing embankment as possible and connecting to byway.

2.7	<p>Following the consultation, all feedback will be thoroughly analysed, compiled into a comprehensive consultation report, and incorporated into the development of the Outline Business Case (OBC). This process aims to identify a preferred, fully costed solution.</p> <p>CCC and the Combined Authority are working in close collaboration to ensure seamless progression to the next stage of the project. This partnership will maintain continuity into the development of the Final Business Case (FBC), integrating the insights and outcomes gathered from the consultation exercise.</p> <p>The project is advancing as planned within the delivery programme and is currently in Design Stage 2 (DS2) – Feasibility.</p> <p>Feedback from the public and our partners forms one part of the decision-making process. The Outline Business Case will also take into consideration a number of other key factors in the development of the scheme and identifying a preferred option. These include:</p> <ul style="list-style-type: none"> • Environmental impacts, such as air quality, noise and landscape. These must be assessed and managed appropriately. • The benefit cost ratio must show sufficient benefits in comparison with the cost of a scheme, • The chosen option must align with objectives of the project as well as relevant national, regional and local policies. • Ecological impacts of a scheme must be considered including any protected species, habitats, or wildlife corridors. • The construction of the scheme must also be considered, such as the duration, complexity and risks of the works involved. This includes considering utilities that may only become apparent after further searches. • Traffic modelling must show an acceptable level of impact on traffic flow as a result of the scheme.
2.8	<p>All community leaders, key stakeholders, elected members, and members of the public are strongly encouraged to review the proposed options and share their insights, feedback, and concerns. Their input is invaluable in shaping a solution that reflects the diverse needs and priorities of the community, ensuring the final design is inclusive, practical, and widely supported.</p>

3. Implications

Financial Implications

3.1	<p>As an update paper, there are no direct financial implications. The Combined Authority has committed £550k towards business case development and has a further £6m available to fund delivery subject to the business case being completed and progressed through the Single Assurance Framework process. At this stage a preferred option is still being developed, once this is identified any funding requirement above that available within the Combined Authority's budget will need to be identified before approval for delivery can be obtained.</p>
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Legal Implications

3.2	None.
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Public Health Implications

3.3	<p>The proposed solutions aim to significantly enhance the safety of this busy road junction for all non-motorised users, including pedestrians, cyclists, and other active travellers. By enabling safer crossings, the scheme directly addresses the reduction of accidents at this high-risk location, creating a more secure environment for all. Beyond improving safety, these measures contribute to public health by encouraging active travel, reducing stress associated with unsafe road conditions, and promoting a healthier lifestyle. Safer crossings not only protect vulnerable road users but also support broader health and well-being objectives by fostering more walkable, cycle-friendly communities.</p>
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Environmental & Climate Change Implications

3.4	Neutral.
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Other Significant Implications

3.5	None.
Background Papers	
3.6	None.