

Detail of works through Great Stukeley

Safety Audit additions to the scheme

- Introduction of street lighting at Church Road (South) junction.
- Overrun areas at new roundabout layouts to include blockwork rather than granite setts to meet CCC requirements.
- Adjustments to alignment of carriageway to respond to works undertaken by BT in the area.
- The principles of the change in junction alignment have been maintained, but the road narrowing will now be undertaken by bringing in the kerb line on both sides of the carriageway.

Delivery programme

We have been working with local contractor Breheny Civil Engineering to work up delivery plans that minimise disruption for how this work will be carried out. We welcome feedback from residents on these proposals.

- The works will be delivered within a 21-week period.
- A start date is currently being agreed with the County Council Transport team – between 5 January and 2 February 2018 – which means works will be completed between 1 June to 29 June 2018.
- Works will start at Little Stukeley north (Mill Road) and work one junction after the other, finishing at Great Stukeley south (Church Road south).
- Works will take place outside peak traffic hours, although traffic management may need to extend through peak hours for operational and safety reasons.

There is potential to shorten the programme by approximately five weeks by doing both ends of the street at the same time.

Wider context and future plans

This scheme has been developed in the context of a number of other wider developments:

- The A14 upgrade will see a whole new strategic route upgrade from Alconbury Weald through to Cambridge.
- The existing A14 will become a local road to Huntingdon, renamed the A1307.
- The Southern Gateway entrance to Alconbury Weald – directly linking to the A141 – is progressing with plans due to be shared in 2018, with an expectation to start works during Winter 2018/9.
- This access links to future plans for the transport hub at Alconbury Weald, which will include a Rail Station and prioritised bus connection as part of Guided Busway Route B.

The Ermine Street enhancements also have a second phase, with a further £1m looking to build on the enhancements set out above and improve conditions further for pedestrians and cyclists. The proposals will:

- Widen some existing footways to 2.5 metres to provide dedicated space for cyclists and pedestrians.
- Fill in the gaps where there are currently no footway/cycleway to provide a continuous route through the Stukeleys between Huntingdon and Alconbury Weald.
- Provide new controlled crossing points for cyclists and pedestrians.

These proposals have been developed alongside the proposals shown here, but will be delivered in a second phase of work. This phasing will also enable us to monitor the effectiveness of the initial work, review it with the upgraded A14 and new A1307 in place, and ensure a joined-up approach with further cycle and pedestrian routes being delivered on site and across the local area. We anticipate that this work will take place 2019/20.

Find out more

We are holding two information events, which will be attended by the design team, Breheny's delivery team and Urban&Civic to answer your questions and take feedback on the proposed operational approach to delivering the scheme. These will be held:

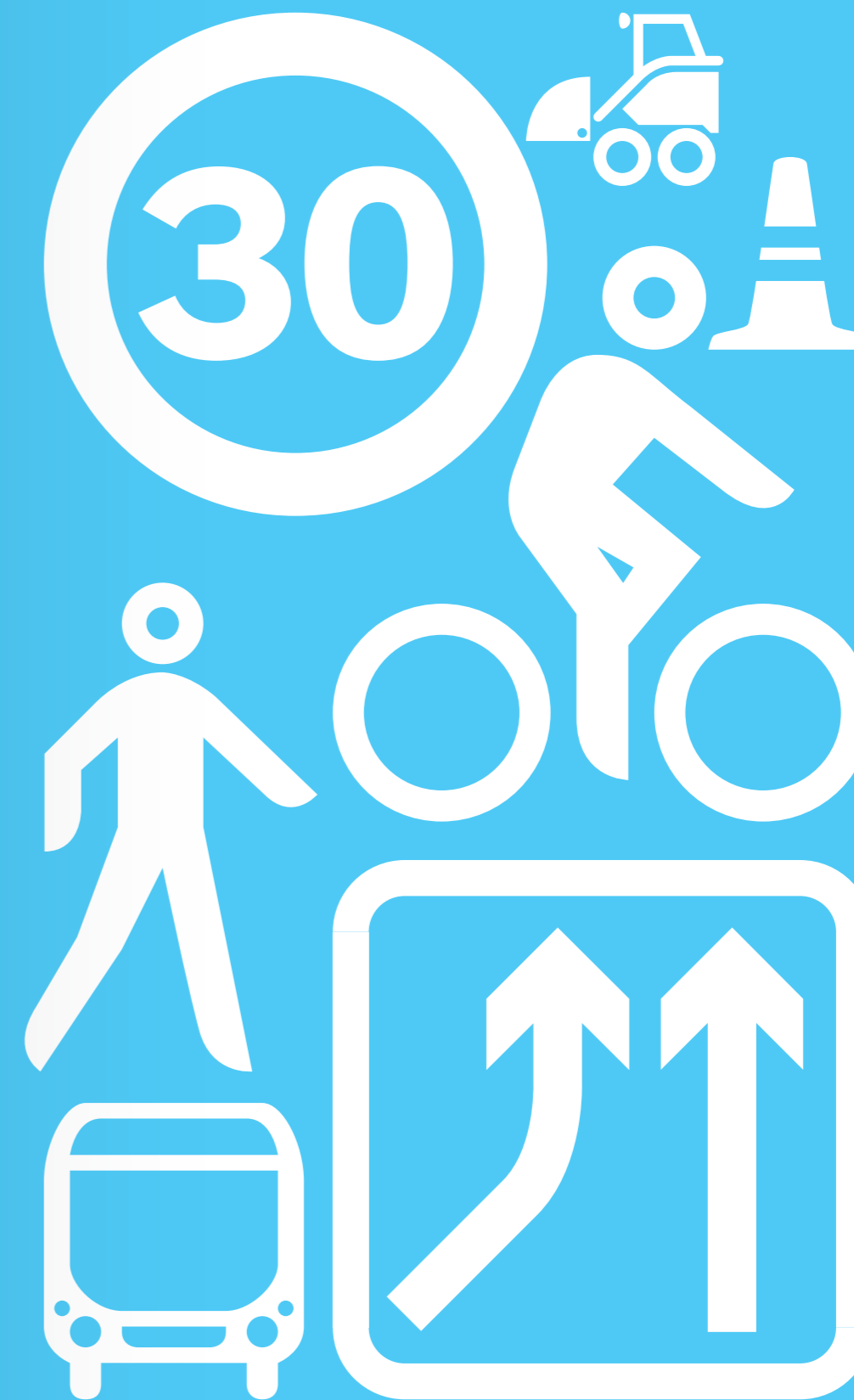
- **Great Stukeley Village Hall**
Thursday 7 December, 5pm—8pm
- **Little Stukeley Village Hall**
Monday 11 December, 5pm—8pm

If you would like to discuss any aspects of this scheme or future plans for Alconbury Weald in more detail, please come along to the information events or get in touch with Urban&Civic:

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Urban&Civic

Ermine Street Environmental Enhancements



Alconbury Weald Make|Grow

The story so far

As part of our commitment to minimising the impact and maximising the benefits of the Alconbury Weald development, we have been working up a scheme of environmental enhancements along Ermine Street.

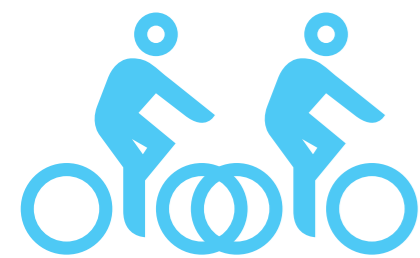
The scheme, co-designed with the Parish Council and local partners, was consulted on at three events in 2016, with a number of changes being made to respond to feedback. Since then the scheme has been through a Road Safety Audit assessment by Cambridgeshire County Council (CCC). Our legal development agreement commits us to delivering this investment by the time the 250th home is occupied at Alconbury Weald.

This leaflet, and two forthcoming information events, set out the principles, approach and detail of the final approved scheme.

The principles

The aim of the proposed scheme is to reduce the number of vehicles on Ermine Street passing through the Stukeleys and to control any increase along this route as a result of the new development. It does this by:

- Reducing the attraction of Ermine Street to motorised traffic, encouraging access to the wider network via the existing connections to the A14 and A1 to the north of the development site;
- Reducing speeds within the Stukeleys and improving access for residents of the villages; and
- Improving the look and feel of the route through, enhancing the village feel and making it more attractive for pedestrians and cyclists.



Initial proposals

Measures previously proposed to achieve this included:

- Narrowing the width of the Ermine Street carriageway.
- Filling in the bus lay-bys to further narrow the carriageway and reduce any delay to bus services.
- Changing the priority of key junctions through the village to reduce the capacity for through traffic, whilst improving access for residents.
- Reducing the Ermine Street speed limit between Alconbury Weald and Little Stukeley from 60 and 50mph to 40mph and 30mph.
- Reducing the existing 40mph speed limit at the south end of Great Stukeley to 30mph, to match the speed limit in the rest of the village.

Final proposals

Following three consultation events last year, comments provided by residents were drawn into the proposals, which were then finalised to detailed design with input from the County Council Road Safety Team.

Amendments undertaken in response to these comments are set out on the following pages→



What has been accepted through consultation, Safety Audit and detailed design processes?

- Narrowing the width of the Ermine Street carriageway.
- Changing the priority of key junctions through the village.
- Reducing the existing 40mph speed limit at the south end of Great Stukeley to 30mph.

What has changed?

Removal of Bus Stop Lay-bys

Concerns were raised that removing lay-bys would create overtaking conflicts for cars looking to pass stationary buses and dangers to pedestrians alighting from the bus. The bus lay-bys within the villages are therefore now proposed to be retained.

Removal of lay-bys remains the general policy, and once the A14 improvements are complete, and the anticipated reduction in traffic realised, CCC may wish to revisit this, but it will not be undertaken as part of these works.

Removal of central crossing refuge at Owl End junction

The central island was seen as vital to those members of the community who feel vulnerable crossing the road at this point. We have considered options, including the provision of a zebra crossing in place of the island to give pedestrians priority over vehicles, but the site does not meet the highway authority's criteria for a controlled crossing. Therefore, the design retains the crossing island in its current form and amends the road narrowing scheme in this area to reflect this.

Identify an 'Accountable Person'

Rebecca Britton acts as the 'Accountable Person' for the scheme as part of her wider role undertaking community engagement for the project and will work with the site's project management team to ensure it is delivered ahead of the committed deadline.



What comments have we not been able to act on?

Removal of 'Chicane' at north end of Little Stukeley

The existing chicane discourages rat-running via Ermine Street through the villages. CCC Highways has been made aware of the negative views towards it expressed by residents, but its removal will not be undertaken as part of these works.

Provide full width road humps

These are not suitable for bus routes where speed cushions are preferred, as currently installed. We consider that the narrowing of the carriageway will increase the effectiveness of the speed cushions, as vehicles straddling the cushions will be closer to oncoming traffic.

Reduce speed limit between the Stukeleys to 30mph

The section of road between the Stukeleys has no frontage development and good visibility. A speed limit reduction is not supported by CCC or Cambridgeshire Police, as it would not be enforceable.

Designs may make right turn into Church Way more difficult

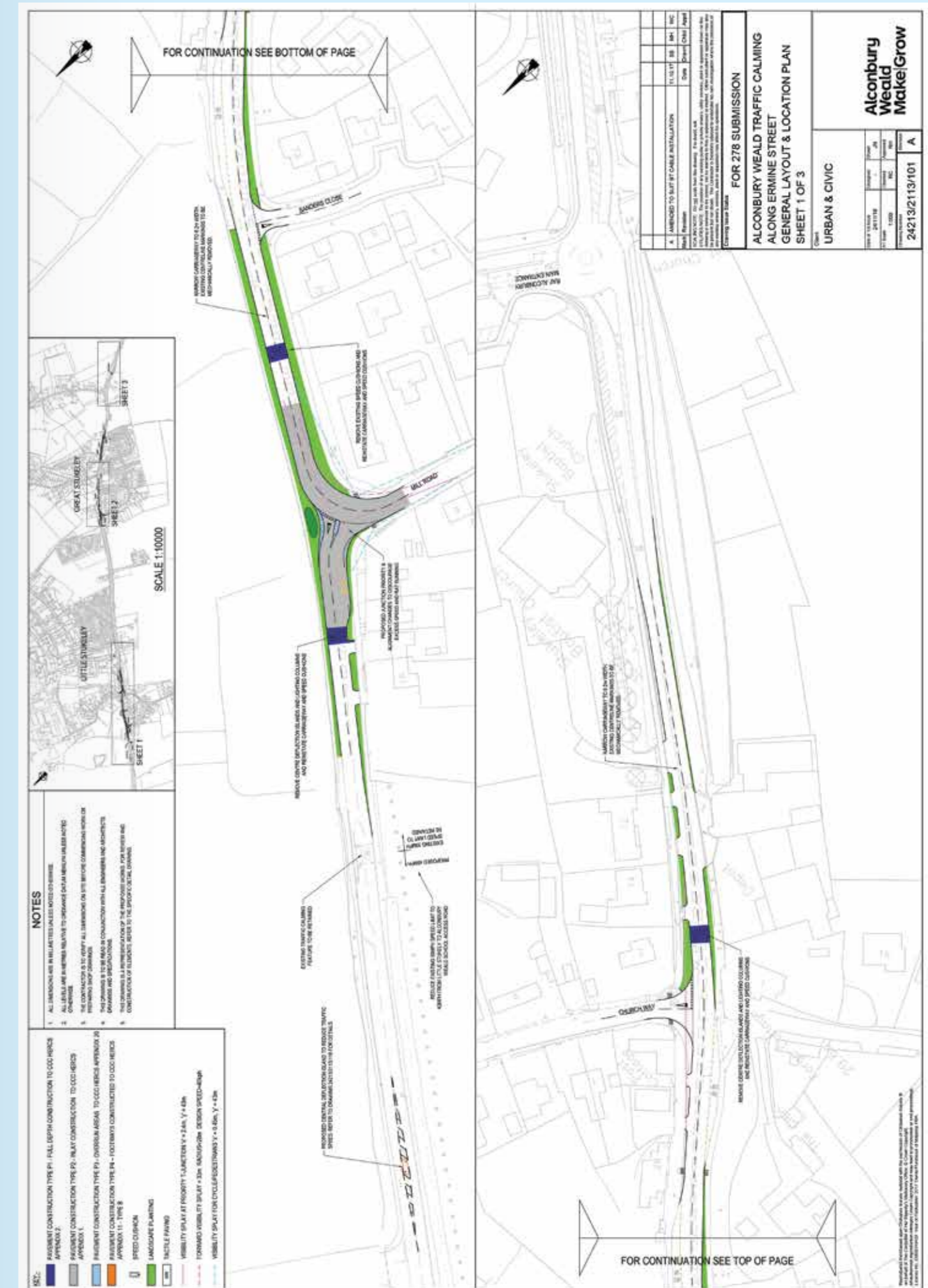
Vehicle tracking simulations confirm that the manoeuvre is possible for all vehicles likely to use the junction. The removal of the right turn lane may cause temporary queueing behind a vehicle waiting to turn right, but this will have a beneficial effect in discouraging rat-running.

Provide average speed cameras at both ends of the villages

The approach being adopted is designed to deliver a more rural feel through the villages – with environmental enhancements rather than more urban equipment and approaches. CCC do not support the installation of cameras other than at known accident sites. We can continue to monitor the impacts of this scheme and discuss additional measures if they are needed.

Reducing the Ermine Street speed limit between Alconbury Weald and Little Stukeley to 40mph

This will not be supported by local or national policy at this stage of development, but discussions with the Parish Council and local authority will continue to investigate options.



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