

**CYCLING  
(Report by Head of Planning Services)**

**1. INTRODUCTION**

- 1.1 During 2007, the Overview and Scrutiny Panel established a Working Group to investigate the Council's expenditure on Cycling in Huntingdonshire.
- 1.2 The Panel's initial interest was prompted by concern expressed by a Ward Member over the lack of progress in providing a cycleway within his Ward.

**2. BACKGROUND**

- 2.1 The Working Party met on three occasions and was acquainted with the role that the District Council plays with regard to cycling provision across the District. This included funding contributions through our MTP, in partnership with the County Council Local Transport Plan (LTP) budget, negotiation of S.106 agreements, provision of cycle racks and cycle route promotion.
- 2.2 The Working Party also sought information on the level of funding provided by the County Council in relation to cycle route provision. While it became evident that there is a well-established partnership arrangement in place to fund and deliver improved cycling and walking routes within the Market Towns as part LTP strategies in place, the picture was less clear elsewhere unless as part of S.106 negotiations, such as the local cycling initiatives already secured within Yaxley.
- 2.3 Reference was also made to the existing Cycling Strategy adopted by the Council in 2000 which contained a number of specific objectives and also an approved list of 41 priority routes for future consideration in a number of rural and urban situations. It was evident that while the urban routes were now being considered through the Market Town Transport Strategies (MTTS), it was unlikely that the majority of the more rural based routes would ever be addressed unless additional resources were made available.

- 2.4 Following Officer discussions with the County Council relating to similar work undertaken within South Cambridgeshire during 2006, the County Council agreed to work with the District Council to update the cycling priorities originally agreed in 2000 and to prepare an action plan for implementation. On this basis, the County Council indicated that it would consider funding an agreed programme in partnership with the District Council.
- 2.5 The Working Party also noted that the adoption of a revised Action Plan would also give officers of both Council's the ability to secure S.106 funding from any development that had a direct impact on any of the agreed routes within an updated Action Plan. By way of example, it was on this basis that such S.106 funding was secured within Yaxley from the original work outlined in 2000, for works that will now commence construction within the village during 2008/09. In addition to S.106 funding, the construction works will also be part-funded utilising the District Council 2008/09 'Safe Cycle Routes' budget within the current MTP.

### **3. CURRENT POSITION**

- 3.1 Following the Panel meeting in February 2008, officers from both Council's have met on two occasions. At the first meeting a revised list of schemes to be prioritised was agreed. This is shown at Annex A and also includes those urban-based routes from the original work in 2000 that will no longer be included in this work but will be considered separately through the MTTTS or other process.
- 3.2 At the second meeting, officers have undertaken the prioritisation exercise of the 28 routes remaining. This has been undertaken using the countywide scoring template, an example of which is included at Annex B. As noted previously by Panel, the results of this exercise will be reported to the Huntingdonshire Traffic Management Area Joint Committee on 7<sup>th</sup> July 2008, they being the body responsible for the approval of such work.
- 3.3 In terms of funding to enable any commencement of work to deliver the Action Plan, the District Council MTP has an indicative sum of £91k in 2009/10 under the heading of 'Safe Cycle Routes'. It is planned that all or part of this sum will be utilised to commence delivery of an agreed Action Plan, together with any S.106 funding that might be available.
- 3.4 At the present time, the County Council has no 'ring-fenced' budget for Huntingdonshire within their LTP for this specific type of cycling initiative but do have a budget that is available for projects on a countywide basis. It should be noted however that they do provide significant funding as part of the MTTTS process for schemes that includes cycling initiatives.

- 3.5 In terms of the level of County Council contribution that might be available, formal agreement has still to be given but it is hoped that a similar amount to the District Council commitment might be 'match-funded'.

#### **4. CONCLUSIONS**

- 4.1 The Panel are invited to note the progress being made in developing a revised Action Plan for Safe Cycle Routes.

#### **BACKGROUND INFORMATION**

Notes of the Cycling Working Group

Medium Term Plan

Reports and Minutes of meetings of the Overview and Scrutiny Panel (Service Support)

Market Town Transport Strategies

Cycling Strategy for Huntingdonshire 2000

Local Transport Plan

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## ANNEX A

1) Revised List of proposed Cycling Schemes to be prioritised and approved by the Huntingdonshire AJC.

- Yaxley to Norman Cross
- Brampton to Grafham Water
- Brampton to Godmanchester (via Berry Lane)
- Godmanchester to Houghton (alternative to Westside Common)
- Alconbury/Stukeleys to Huntingdon
- Huntingdon Research Centre – link to highway network
- Earith, Bluntisham, Needingworth to St. Ives (Needingworth to St. Ives part of Route 10 of St. Ives MTTS)
- Church Road, Brampton
- Old Thrapston Road, Brampton
- Buckden Road, Brampton
- Brampton to Buckden
- Grafham Road to Brampton Hut, Brampton
- Perry Road, Grafham Water to Buckden
- Hilton to Fenstanton/St.Ives
- Church Street/Mill Way, Holywell to Needingworth
- Kings Ripton to Huntingdon/St. Ives
- St. Neots to Godmanchester or Offords to Godmanchester
- Warboys to St. Ives (via east side of RAF Wyton/Old Ramsey Road)
- Waresley to Gamlingay (South Cambridgeshire)
- Holywell to Over (South Cambridgeshire)
- West End, Brampton
- Layton Crescent to RAF Brampton
- Tilbrook to Kimbolton
- St. Ives to Huntingdon (The Waits, via Thicket Path, Thicket Road, Houghton/Wyton, A1123 to Hartford) (revised description since 2000)
- Glatton to Sawtry (new addition since 2000)
- Yaxley to Farcet
- Hemingfords to Houghton (revised description since 2000)
- Perry Village Cycle Route (new addition since 2000)

2) Cycling-based projects from 2000 to be considered through Market Town Transport Strategy/other process

<b>SCHEME</b>	<b>STRATEGY/FUNDING</b>	<b>STATUS</b>
Yaxley to Farcet	AJC/S.106/CCC/HDC	Phase 1 under construction 2008/09. Phases 2 & 3 to follow subject to AJC and funding approval. (Yaxley to Farcet subject to prioritisation)
Hampton to Yaxley	AJC/S.106/CCC/HDC	Peterborough City Council section complete on A15 to County boundary. Hunts section to be undertaken as part of Phase 1 Yaxley to Farcet scheme above.
St. Ives East/West link at Fairfields	St. Ives MTTS	Now included as Route 4 in MTTS. Works yet to be programmed.

St. Ives East/ West link at Harding Way or Bramley Road	St. Ives MTTS	Now included as Route 1 in MTTS. Works yet to be programmed.
St. Ives East/West link at Derwent Close to Nuffield Road	St. Ives MTTS	Now included as Route 1 in MTTS. Works yet to be programmed.
Stukeley Meadows to Marriott Hotel	Huntingdon & Godmanchester MTTS	Partly delivered by completion of Views Common (footpath) link. Possible enhancement as part of any future MTTS review and A14 Huntingdon Viaduct options.
Ramsey Road, St. Ives	St. Ives MTTS	Now included as Routes 2 & 3 in MTTS. Works yet to be programmed.
St. Audrey's Lane, St. Ives inc. link to Needingworth	St. Ives MTTS	Now included as Route 3 in MTTS. Works yet to be programmed. Link to Needingworth Route 10.
Houghton Road, St. Ives	St. Ives MTTS	Now included as Route 3 in MTTS. Works yet to be programmed. Also links to residential development west of St. Ives.
Warners Park, St. Ives	St. Ives MTTS	Superseded by Route 4 at Fairfields/Broad Leas/Needingworth Road in MTTS.
Ermine Street (improvement of existing), Huntingdon	Huntingdon & Godmanchester MTTS	Now included as part of MTTS and will be part-delivered during 2008/09.
Huntingdon Ring-Road	Huntingdon & Godmanchester Market Town Transport Strategy	Marked as existing/alternative route within MTTS and any works will be considered as part of strategy.
Stukeley Meadows to Ermine Street, Huntingdon	Huntingdon & Godmanchester MTTS	Route secured as part of redevelopment of bus garage and secured by S.106 agreement. Will be delivered as part of MTTS.
St. Peter's Road/Ermine Street/Stukeley Meadows/Hinchingbrooke, Huntingdon	Huntingdon & Godmanchester MTTS	Routes now included as part of MTTS; <ul style="list-style-type: none"> <li>• St. Peter's Road – delivery 2008</li> <li>• Ermine Street – part delivery 2008</li> <li>• Stukeley Meadows/Hinchingbrooke part delivered by View Common (footpath). Possible enhancement as part of any future MTTS review and A14 Huntingdon Viaduct options.</li> </ul>
Meadow Lane/Needingworth Road to Town Centre, St. Ives	St. Ives MTTS	Now included as Route 4 in MTTS. Works yet to be programmed.
Sallowbush Road, Huntingdon	Huntingdon & Godmanchester MTTS	Now included as part of MTTS. Link to Kings Ripton Road and parallel route at Oxmore Lane completed. Links to St. Peter's Road and Coneygear Road under design/construction.
Godmanchester (Black Bull) to Town Bridge. Improvement of existing route.	Huntingdon & Godmanchester MTTS	Completed scheme.

## ANNEX B

## CCC Cycling Score Sheet Example

<b>Category</b>	<b>Description</b>	<b>Score</b>
<b>Road Safety</b> <b>8 points</b>	Significant improvement to cyclist safety (+6) Significant improvement to pedestrian safety (+2)	
<b>Cycling Benefits</b> <b>19 points</b>	Provides a new cycle link (+4) Caters for known existing or nearby demand (+5) Likely to generate significant new use / modal shift (+5) Provides a route to school (+3) Links to the National Cycle Network (+2)	
<b>Local Environment</b> <b>5 points</b>	Environmental impact – (Aesthetic considerations, visual intrusion, landscape, habitat creation/destruction, disturbance, quality of life) (+/-5)	
<b>Walking</b> <b>6 points</b>	Provides a new / improved facility for pedestrians (+1) Effect on cycle/pedestrian conflict (+/-5)	
<b>Other</b> <b>7 points</b>	Improves accessibility (+4) Supporting funding (S106, grants) linked to scheme (+3)	
<b>TOTAL POINTS</b>	(+45 max)	