

Hilton Feasibility Report

Executive Summary

1. The top recommendation is to construct an off carriageway shared use footpath along the Eastern side of Fenstanton Road. This would link to the Highways England NMU bridge that's been constructed on the Eastern side - before proceeding onwards to Fenstanton.

As per the notes on Pages 26 of 47 of the report – I can confirm that it is my understanding that 700m of the proposed route is on an environmental grass margin – between The Green and the southern end of the A14 bridge - land owned by Mike Richards. Also as noted, and illustrated in the drawings at the end of the report, it is expected that approx. 200m of the route could be constructed on highway verge – with approx. 130m above a culverted ditch. It is worth noting that within this recommendation, there are also options presented for widening the carriageway, to minimise the overall land take required. Page 12 of the report provided a useful reference graphic.

2. The “fallback” option is to improve the provision of the footway along the Eastern side of Potton Road. The existing metalled footway from Hilton village would need widening, the adjoining gravel path would require a more suitable surface and the footway over Five Arch bridge would need widening also. This option would then require; a crossing of Potton Road in order to link in with the Highways England NMU bridge that's been constructed on the Western side, then a further crossing to link to Fenstanton via a newly constructed footway in the field to the south of West Brook. The crossing locations would require careful consideration to ensure sufficient sight lines are provided. The report notes that with a 60mph speed limit – visibility should be at least 215 metres. Use of the land south of West Brook would require negotiation with either Highways England or the land owner.

3. A further option is presented involving minimal construction costs. This involves signing pedestrians via Potton Road, the current footpath alignment to the North of West Brook, then Lower Road into St Ives. Cyclists would be routed via Hilton Road. The analysis of traffic speeds on Hilton Road suggests a cycle route on carriageway could be considered.