

Transport Strategies Consultation

Refreshed LTP: Policies and Strategies

LTP: Long Term Transport Strategy

(including comments relating to the Hartford to Godmanchester link road proposal)

Huntingdon and Godmanchester Market Town Transport Strategy

Wisbech Market Town Transport Strategy

Scoping a Transport Strategy for East Cambridgeshire

September 2014

Graham Hughes
Executive Director, Economy, Transport and Environment
Cambridgeshire County Council
Shire Hall
Castle Hill
Cambridge CB3 0AP

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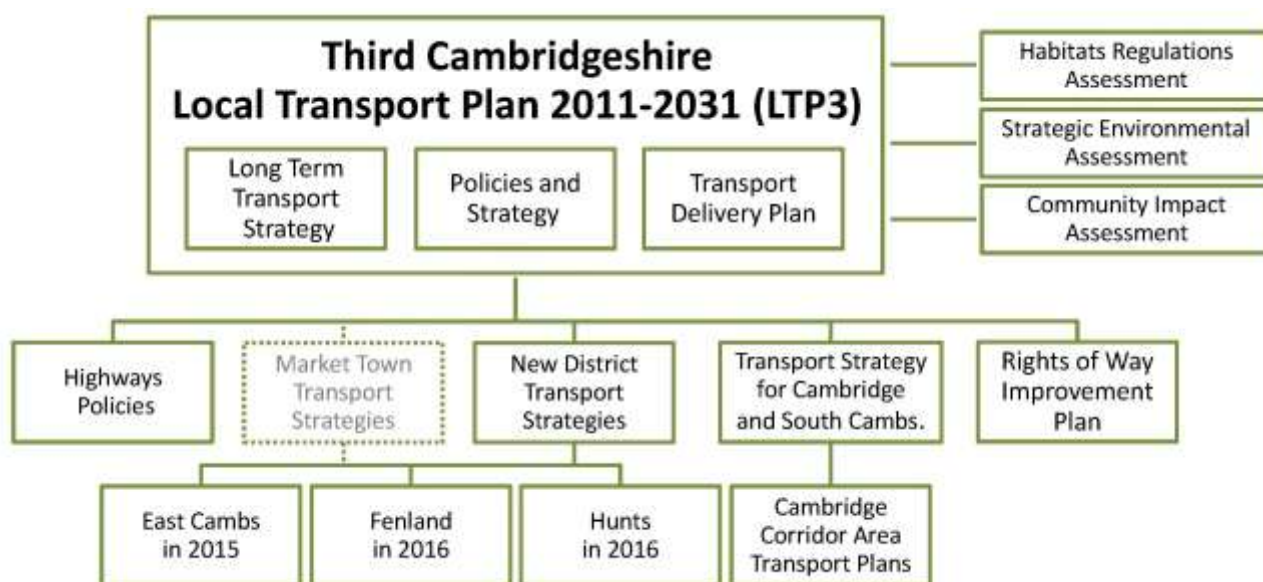
1. Introduction

Over June and July of 2014, the County Council carried out a public and stakeholder consultation exercise on the following transport strategies:

- Refreshed LTP: Policies and Strategies
 - Updated Strategic Environmental Assessment, Habitats Regulations Assessment and Community Impact Assessment
- LTP: Long Term Transport Strategy
- Huntingdon and Godmanchester Market Town Transport Strategy
- Wisbech Market Town Transport Strategy
- Scoping exercise for a new Transport Strategy for East Cambridgeshire

All of these strategies form part of the Local Transport Plan suite of documents, as shown below. This report references the individual documents noted above, and does not reproduce details of the documents.

Figure 1.1. Local Transport Plan documents



It was decided to consult on all of the strategies at the same time. Reasons for doing this were that all of the strategies were developed to similar timescales, it stopped consultation 'overload', the public could respond to a number of different strategies in one go rather than having to attend multiple events, and it allowed for a more cost effective approach.

The Long Term Transport Strategy was launched on 5 June 2014 with a briefing for County and District members and key stakeholders from neighbouring authorities and transport organisations such as the Highways Agency. This was followed by the first consultation event open to the public, which was followed by the series of events outlined in the Figure 1.1 below.

The consultation was originally planned to run from the 2 June 2014 to the 14 July 2014 however it was extended to run until the 28 July 2014 to allow more time for feedback and in response to requests from groups and organisations.

Copies of all the strategies under consultation were available online at www.cambridgeshire.gov.uk/ltps along with an online version of the questionnaire. Leaflets

which summarised the strategies and contained a hard copy of the survey were available at the exhibitions, in libraries and at GP surgeries. Social media including Twitter, the Council's 'Shape Your Place' and 'Youthoria' websites as well as traditional press were used to promote the consultation. Three press releases were sent out at the start, extension and near the close of the consultation which resulted in coverage in the Cambridge News and Ely News. Information about the consultation and links to the web page were picked up and posted on parish council websites.

Figure 1.2. Summer 2014 Public Exhibitions Schedules

Date	Time	Venue
Thur 5 June	4pm – 6.30pm	Pathfinder House, Civic Suite, St Mary's Street, Huntingdon
Sat 7 June	10.30am – 4.30pm	Bike Life 2014, Swavesey Village College, Gibraltar Lane, Swavesey
Tues 10 June	3pm – 6.30pm	Wisbech Library, Ely Place, Wisbech
Wed 11 June	3pm – 7pm	The Lamb Hotel, 2 Lynn Rd, Ely
Tues 17 June	3pm – 7pm	Tesco, Sandown Road, Wisbech
Wed 18 June	3pm – 7pm	Sainsbury's, St. Germain Walk, Huntingdon
Thur 19 June	10.30am – 2.30pm	Central Library lobby, 7 Lion Yard, Grand Arcade, Cambridge
Fri 20 June	10am – 2pm	Wisbech market
Fri 27 June	3pm – 6.30pm	Godmanchester Community Primary School, Park Lane, Godmanchester

Information and a copy of the survey was emailed out to all Councillors, including County, District, City, Town and Parish, as well as to key officers from those authorities and to key officers from neighbouring authorities. Information was also sent to contacts from our database, which includes special interest groups and transport organisations such as Stagecoach. A request was made to all schools countywide for the information to be sent out via Parent Mail. The Chamber of Commerce emailed information out to their business members and East Cambridgeshire District Council's Economic Development Team also e-mailed information to their contacts database.

In total 784 people responded to the consultation, the vast majority of people responded using the online questionnaire 732 (93%). The remaining 52 (7%) respondents responded using a postal form. In addition to this response 30 organisations and 57 members of the public wrote letters or emails, which will be discussed in the LTTS section.

2. Refreshed LTP: Policies and Strategy

Background

The Third Cambridgeshire Local Transport Plan (LTP3) was adopted in 2011 and covers the period from 2011 to 2026. The Policies and Strategy document is one of the three core LTP documents, and it has been reviewed in order to address:

- The development of the Long Term Transport Strategy as part of LTP3.
- The development of new transport strategies:
 - The adopted Transport Strategy for Cambridge and South Cambridgeshire.
 - Wisbech Market Town Transport Strategy.
 - Huntingdon & Godmanchester Market Town Transport Strategy.
- New and emerging Local Plans for the districts of Cambridgeshire.
- Changes to the national programmes of road and rail improvements that impact on the County, including:
 - Highways Agency proposals to improve the A14 between Cambridge and Huntingdon.
 - Highways Agency Route Strategies.
 - Rail Prospectus for East Anglia.
 - Rail investment plans to 2019.
- Changes to the transport funding environment, including:
 - Greater Cambridge City Deal.
 - Greater Cambridge Greater Peterborough Strategic Economic Plan.
- Progress since plan was adopted, and to ensure the plan remains current.

Results

As the Local Transport Plan was being refreshed with more up to date information and the policies within LTP3 were not changed, there was one free text question in the consultation which asked: “We have updated our Local Transport Plan; do you have any comments on this?”

In total 120 respondents answered this question (15 percent of total respondents). The vast majority of comments to the LTP3 question were made in reference to proposals within the LTTS or suggestions for new transport schemes. Comments were very similar to the comments received to the LTTS free text question, which asked for “Any other comments?” Comments were made on the proposed Hartford to Godmanchester link road, which are covered in the Long Term Transport Strategy section of this report.

- Nine respondents supported the reopening of the March to Wisbech railway.
- Five respondents mentioned their support for sustainable transport improvements.
- Three respondents stated the following:
 - Support for improvements on the A47.
 - Support for Ely Southern Bypass.
 - Support for cycling schemes.

Letters and emails received

English Heritage covered a number of issues relating to the LTP: Policies and Strategy document in a response that covered all of the documents under consideration.

They requested that the wording around the built and historic environment and heritage assets was strengthened through the document, and indicated they wished to be involved in further scheme development work as the major scheme programme is progressed.

They also restated their position in opposition to the Ely Southern Bypass proposals and noted that they considered that there are other viable options that would address the problems, and this should be acknowledged.

Strategic Environmental Assessment and Habitats Regulations Assessment

Background

When developing Local Transport Plans, Local Transport Authorities are subject to the regulations stemming from European directives on Strategic Environmental Assessment (SEA) and Habitats Regulations Assessment (HRA). At the time of the initial development of LTP3, the County Council therefore undertook an SEA and a HRA. There is no requirement to undertake a new SEA and HRA as part of the duty to keep LTP3 up to date. However, the Council considered that it was appropriate to update both the SEA and HRA so they could consider schemes that have emerged in the Transport Strategy for Cambridge and South Cambridgeshire and the LTTS since LTP3 was adopted in 2011.

The SEA and HRA identify issues with a number of interventions in the LTTS that will need to be considered and addressed in detail when schemes are brought forward. It is possible that this work will lead in future to schemes being removed from the LTP, LTTS or from other strategies should it not be possible to avoid unacceptable impacts or provide suitable mitigation.

Responses from organisations

Four organisations provided comments on the updated SEA and HRA.

- Natural England
- Natural Cambridgeshire
- English Heritage
- Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire

The responses provided numerous detailed comments in relation to specific schemes which will be addressed in the SEA Statement¹ that will be published in early November 2014, and are therefore not covered in detail in this report.

¹ The SEA Statement is final summary document that shows how environmental considerations have emerged through the Strategic Environmental Assessment process been integrated into Local Transport Plan.

3. LTP: Long Term Transport Strategy

Background

The County Council has produced a new Long Term Transport Strategy (LTTS) which will form part of the Local Transport Plan suite of documents. The LTTS identifies the major infrastructure requirements that are needed to address existing problems and capacity constraints on Cambridgeshire's transport network, and the further infrastructure that is required to cater for the transport demand associated with planned growth.

Results

There were three questions where respondents could select their level of support or opposition. On average, 702 people answered each of these questions.

The questions were:

- Do you support the eight objectives set for the Long Term Transport Strategy?
- Do you support the measures we are proposing to accommodate the growth planned for the county?
- Do you support the proposed network of cycle infrastructure that will connect the county's villages and towns?

Figure 3.1. Response to the LTTS questionnaire

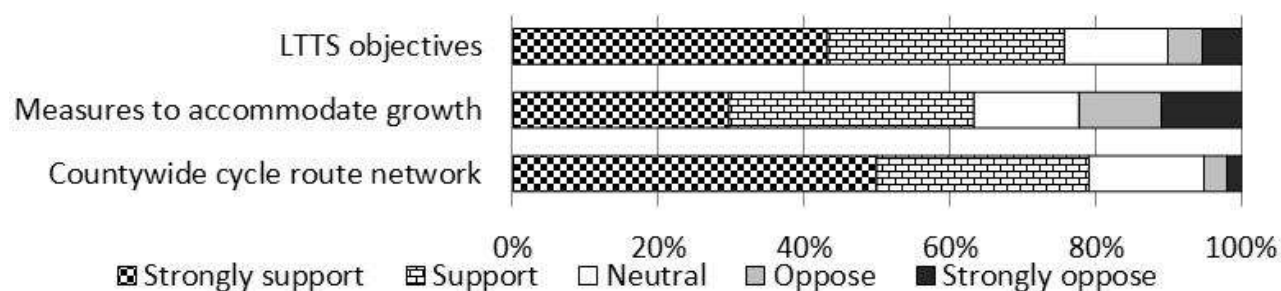


Figure 3.2. Response to the LTTS questionnaire

Question	Strongly support		Support		Neutral		Oppose		Strongly oppose	
LTTS objectives	303	43%	229	33%	100	14%	34	5%	39	6%
Measures to accommodate growth	206	30%	235	34%	100	14%	78	11%	79	11%
Proposed cycle infrastructure	351	50%	204	29%	111	16%	22	3%	16	2%

It can be seen from the above graph and table that there is a strong level of support for the LTTS objectives. The majority of respondents were in either strong support or support of all three aspects. It can also be seen that the strongest level of support with almost 80 percent of respondents in either strong support or support for the proposals was for the proposed cycle infrastructure.

There was the option for respondents to answer the following question using free text; "Do you have anything further you would like to add?"

In total 407 respondents responded to this question (52 percent). The majority of these comments related to specific local issues. There were however a number of reoccurring themes which were mentioned by several respondents.

Themes mentioned by approximately 50 respondents:

- Opposition to the Hartford to Godmanchester link road, this was mainly on environment and wildlife grounds
- Support for March to Wisbech Rail
- Support for East West Rail

Approximately 20 respondents were supportive of cycle schemes/improvements and many more mentioned specific schemes/improvements they would like implemented.

Themes mentioned by approximately 5 to 10 respondents are listed below:

- Support for improvement on the A47 around Wisbech
- Support for Ely southern bypass
- Support for reopening of Soham station
- Improvements to rural bus services

Letters and emails received

In total 30 organisations wrote letters or emailed in response to the consultation and 57 members of the public wrote letters or emailed.

A large number of the letters received from members of the public concerned the proposed Hartford to Godmanchester link road, and these are summarised below. A number of individual comments were received relating to specific schemes; there was no common thread linking these comments.

Two respondents stated the following:

- Concerns about the level of planned growth
- Rat running through villages

Two developers responded stating they were in support of schemes that supported growth.

Hartford to Godmanchester link road

As noted above, there was considerable interest in the proposal for a link road between Hartford and Godmanchester, which would provide access from the proposed development of Wyton Airfield and the A14 trunk road for east bound car journeys towards Cambridge.

The link road proposal originated in the Long Term Transport Strategy, but through the consultation process, comments relating to it were also made as part of responses on the LTP: Policies and Strategy and on the Huntingdon and Godmanchester Market Town Transport Strategy. The LTTS is the correct document for consideration of this issue. The Huntingdon and Godmanchester Market Town Transport Strategy primarily addresses more local issues, and will reflect and maintain consistency with the LTTS on more

strategic issues. All comments on this issue, regardless of which document they were made in response to, have been considered in the analysis below.

The table below summarises comments made in the consultation in relation to this scheme, and also in a separate petition organised by the Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire.

Figure 3.3. Comments regarding the Hartford to Godmanchester link road

Topic area / concern		Number of comments
Comments received directly in response to the consultation expressing opposition	Environmental / Wildlife	100
	Quality of Life	48
	Heritage / Landscape	34
	Strategic	22
	Flooding	17
	Pollution	7
	No reason given	3
Total		231
Valid addresses in petition organised by Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire in opposition to the scheme.		1,100+ (over 800 individual comments)
Comments expressing support for the scheme		3

Letters and emails received

Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire

The Wildlife Trust stated that whichever option was decided on in the future, it would be opposed on account of the likely major environmental impact the scheme would have. As noted above, a petition opposing the link road was formally presented to the County Council on the 16 September 2014. A meeting was held between the County Council and the Wildlife Trust to gain a better understanding of the decision making process for both the Long Term Transport Strategy and the Huntingdon and Godmanchester Market Town Transport Strategy.

Godmanchester Town Council

The Town Council raised very strong concerns over the Hartford to Godmanchester link road and its environmental impact on a wildlife site that is particularly valuable to Godmanchester residents. Strategic concerns were also shared in relation to worsening conditions on the A1198; it was suggested that the link road would not help the town unless it was re-routed around the proposed Bearcroft Farm development.

The Great Ouse AONB Working Group

The Great Ouse AONB Working Group expressed their concern that a link road through the Ouse Valley would compromise the unique character of the local environment and wildlife habitats. The Group is presently in the process of submitting a bid for the area to be recognised as an Area of Outstanding Natural Beauty.

4. Huntingdon and Godmanchester Market Town Transport Strategy

Background

Cambridgeshire County Council has produced a draft second Market Town Transport Strategy (MTTS) for Huntingdon and Godmanchester, to replace the first strategy that was adopted in 2003. 196 survey responses were received and their results are summarised below.

The strategy has been developed in consultation with local elected members, Huntingdonshire District Council officers as well as through an initial public survey. The public consultation is the first opportunity for the public to comment on the draft strategy.

The following issues were identified in the strategy development:

- Access to services and public transport in Huntingdon
- Congestion during peak hours
- Catering for forthcoming housing development

Details regarding these issues were obtained from evidence which included:

- Public data gathering surveys
- Discussions with local elected members
- Census data
- Transport modelling

The strategy includes an action plan which identifies the following types of measures as solutions:

- Local Highways improvements
- Walking and cycling improvements
- Bus service improvements
- Communications activity

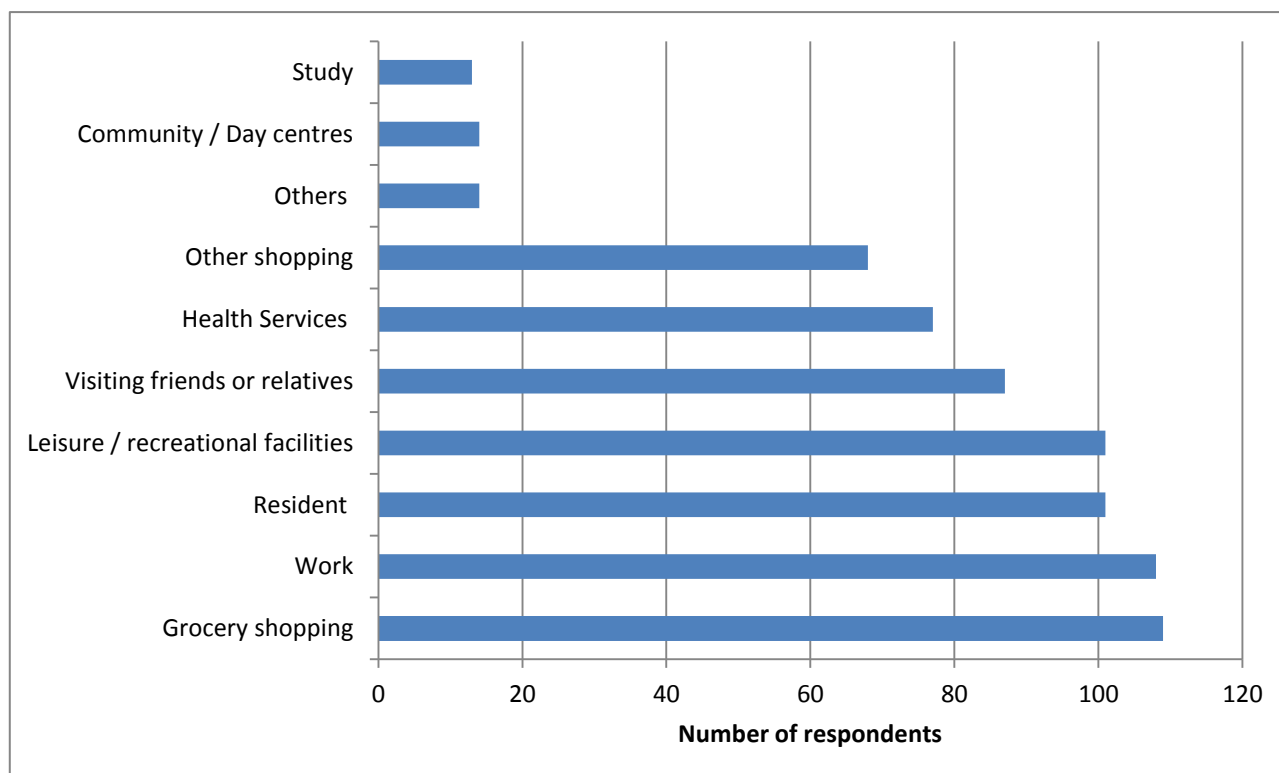
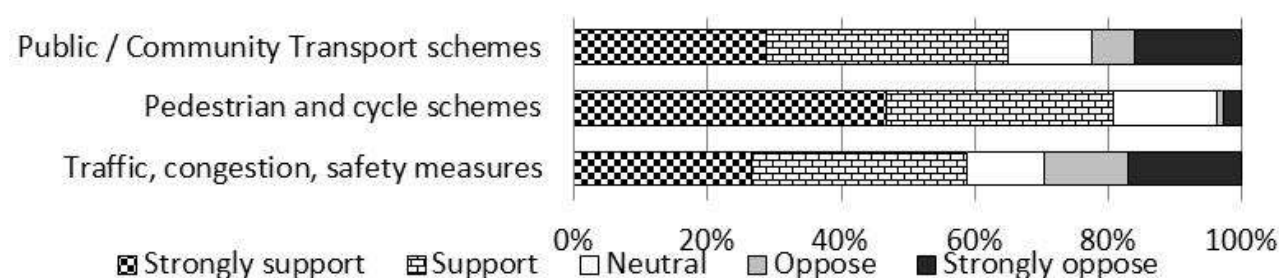
Results

Respondents were asked: "Why do you travel in or around Huntingdon and Godmanchester? Please tick as many as apply." The graph below shows the results.

From the graph it can be seen that the main reasons for travelling in and around Huntingdon and Godmanchester are grocery shopping (109 responses); working (108 responses); living in Huntingdon and Godmanchester (101 responses) and using leisure facilities (101 responses).

The questionnaire went on to ask the following three questions:

- Do you support the public transport/community transport schemes in the strategy?
- Do you support the walking and cycling schemes in the strategy?
- Do you support the traffic, congestion and safety measures in the strategy?

Figure 4.1. Reasons for travel in or around Huntingdon and Godmanchester**Figure 4.2. Response to Huntingdon and Godmanchester MTTs questionnaire****Figure 4.3. Response to Huntingdon and Godmanchester MTTs questionnaire**

Question	Strongly support		Support		Neutral		Oppose		Strongly oppose	
Public / Community Transport Schemes	53	29%	66	36%	23	13%	12	7%	29	16%
Pedestrian and cycle schemes	88	47%	64	34%	29	15%	2	1%	5	3%
Traffic, congestion and safety measures	49	27%	59	32%	21	12%	23	13%	31	17%

It can be seen in the tables and graphs above there is majority support for all the measures in the MTTs. There are slightly lower levels of support for traffic, congestion and safety measures in the strategy; however 59 percent of respondents are in strong support or support of the strategy.

There was also an opportunity for respondents to add further comments in a free text box, 95 respondents did so. Key issues that came out of this are discussed below.

Hartford to Godmanchester link road

The most discussed issue concerned the Hartford to Godmanchester link road. A more detailed analysis is provided in the section above relating to the Long Term transport Strategy; however the response was overwhelmingly against the proposal.

Public Transport concerns

The second most discussed issue concerned improvements to public transport, and in particular, improvements to the Busway. Improvements to services could not be delivered by the County Council alone but work will be undertaken, as identified in the draft action plan, to scope out what services we would ask us operators to provide.

Cycling provision

A recurring message from the consultation was that there is a need to address gaps in the cycling network, an observation in line with the strategy approach. Most comments referred to cycling from Hartford to St Ives, and cycling in and around Godmanchester.

Highways Issues

Other recurring issues included a desire to see the A141 improved and the A14 viaduct retained. While the future of the A14 viaduct is the responsibility of the Highways Agency, the desire to reform the A141 is in line with the LTTS approach for the Huntingdon corridor.

Letters and emails received

As discussed in the LTTS section of this report, there were a number of responses received from organisations. Organisations responses that related directly to the Huntingdon and Godmanchester MTTTS are detailed below.

Wildlife Trust for Bedfordshire, Cambridgeshire and Northamptonshire

The Wildlife Trust responded to the consultation and mainly focused on the Hartford-Godmanchester link road, as discussed above in relation to the Long Term Transport Strategy.

The Wildlife Trust also identified the new station at Alconbury Weald as a scheme which they would oppose if it could not be delivered without major ecological impact.

Defence Infrastructure Organisation

The Defence Infrastructure Organisation commented that the principle of extending the network of cycle routes around Huntingdon is supported.

Concerns were raised however about the viability of the Hartford-Godmanchester link road, especially with respect to funding.

English Heritage

English Heritage acknowledged that steps to preserve the longevity of Town Bridge, Godmanchester were welcome, as well as the aspiration to reduce traffic flows in the

centre of the historic town. The point was raised as to whether a full closure of the bridge was necessary as it would not allow it to serve its original purpose.

Godmanchester Town Council

Godmanchester Town Council supported the objectives of the MTTTS and in particular supported the need to improve services and increase the number of people travelling by bike and public transport.

The Town Council did raise very strong concerns over the Hartford to Godmanchester link road as discussed above in relation to the Long Term Transport Strategy. Strategic concerns were also shared in relation to worsening conditions on the A1198; it was suggested that the link road would not help the town unless it also provided a route around the proposed Bearcroft Farm development.

The point was also raised that the strategy did little to address the parking shortage in the town.

The Great Ouse AONB Working Group

The Great Ouse AONB Working Group expressed their concern that a link road through the Ouse Valley would compromise the unique character of the local environment, as discussed above in relation to the Long Term Transport Strategy.

5. Wisbech Market Town Transport Strategy

Background

Cambridgeshire County Council has produced a draft refresh of the Wisbech Market Town Transport Strategy (MTTS). This strategy aims to address current transport related challenges and identify the approach to meeting transport needs in the longer term in support of the future development plans set out in the Fenland Local Plan.

The strategy has been developed in consultation with local elected members, Fenland District Council officers as well as through an initial public survey. The public consultation held between 5 June and 28 July 2014 is the first opportunity for the public to comment on the draft strategy.

The following issues were identified in the strategy development:

- Access to services and public transport in Wisbech
- Rural Accessibility
- Traffic, congestion and road safety

Details regarding these issues were obtained from evidence which included:

- Public data gathering surveys
- Discussions with local elected members
- Census data
- Transport modelling

The strategy includes an action plan which identifies the following types of measures as solutions:

- Local Highways improvements
- Walking and cycling improvements
- Bus service improvements
- Communications activity
- Feasibility studies for major transport improvements

Results

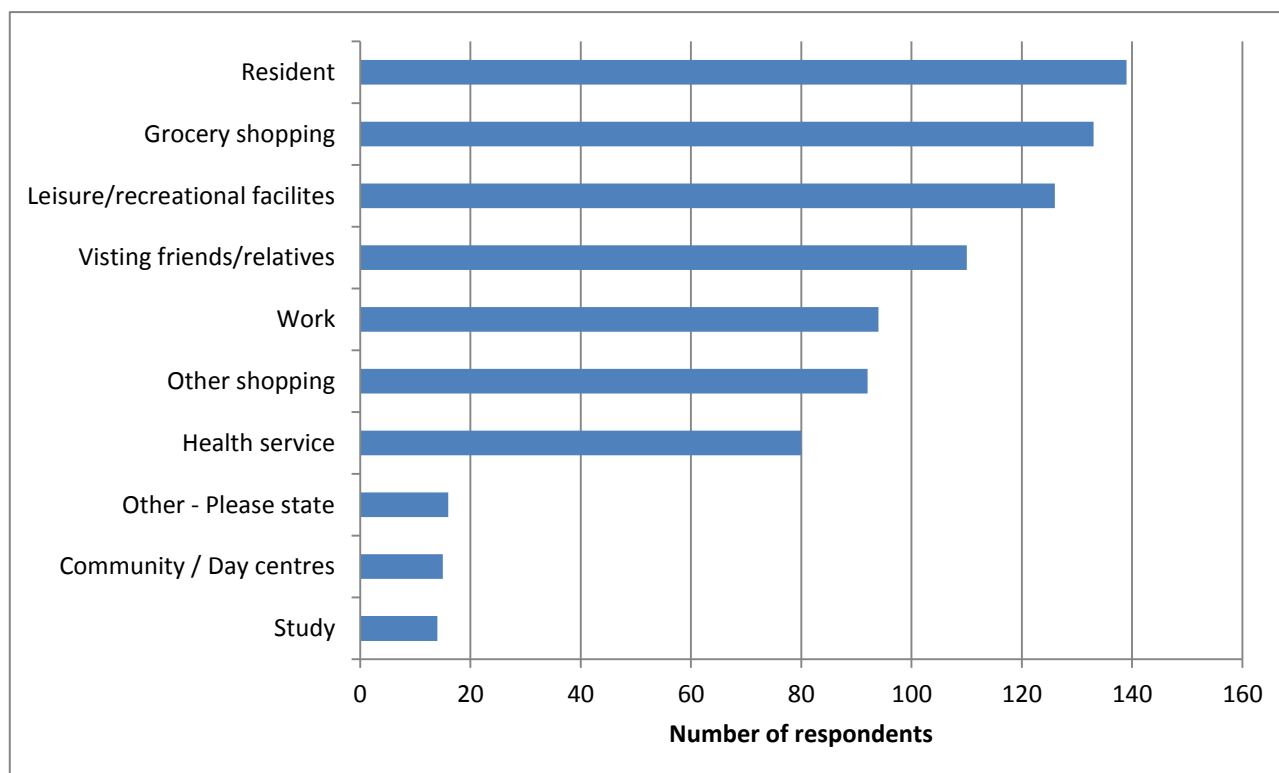
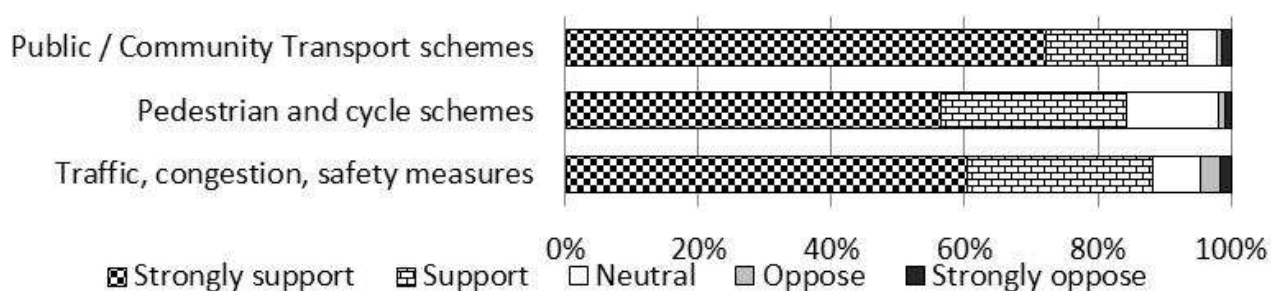
In total 230 responses were received relating to the Wisbech MTTS

Respondents were asked the reasons why they travel in or around Wisbech?

From the graph below it can be seen that the main reasons for respondents travelling were being resident (139 responses), going grocery shopping (133 responses), using leisure / recreational facilities (136 responses) and visiting friends or relatives (110 responses).

The questionnaire went on to ask the following three questions:

- Do you support the public transport/community transport schemes in the strategy?
- Do you support the walking and cycling schemes in the strategy?
- Do you support the traffic, congestion and safety measures in the strategy?

Figure 5.1. Reasons for travel in or around Wisbech**Figure 5.2. Response to the Wisbech MTTs questionnaire****Figure 5.3. Response to Wisbech MTTs questionnaire**

Question	Strongly support		Support		Neutral		Oppose		Strongly oppose	
Public / Community Transport Schemes	161	72%	47	21%	10	5%	2	1%	3	1%
Pedestrian and cycle schemes	121	56%	60	28%	30	14%	2	1%	2	1%
Traffic, congestion and safety measures	132	60%	61	28%	16	7%	6	3%	4	2%

From the above it can be seen there is strong support for the strategies in the Wisbech MTTs.

There was also an opportunity for respondents to add further comments in a free text box, 125 respondents did so. Key issues that came out of this will be discussed below.

- Strong support for provision of a rail link between Wisbech and the wider network, but particularly Cambridge (95 comments specifically referred to re-opening the rail line to Cambridge as a priority)
- Emphasis of the benefits that a rail link would bring, in particular the economic and social benefits as well as recognition that a link would bring tourism benefits and encourage people moving to Cambridgeshire for work, to live in Wisbech
- The need for the strategy to be more ambitious in the types of solutions it should consider, For example suggestions included a mono-rail solution as well as other innovative alternatives for proposed March- Wisbech passenger transport, such as a guided bus. (2 comments)
- A need to address the lack of bus services in the late afternoon / evening in order that residents can access services and facilities in the town and return home (7 comments)
- A lack of safe cycle routes within the town centre (9 comments)
- Greater consideration of healthcare journeys (1 comment)
- Need for more consideration of strategic issues in particular A47 capacity, HGV routing, additional road and bridge to the west of the town (12 comments)
- Safety concerns regarding routes to schools (2 comments)
- Traffic flow issues caused by signalling along the main routes into Wisbech (3 comments)

Strong support for the re-instatement of the railway service

The consultation survey revealed strong support for the re-instatement of the railway between March and Wisbech. Respondents used the survey to explain some of the benefits they felt that reconnecting Wisbech to the railway network would bring. In particular the economic and social benefits were highlighted and the belief that a rail connection would allow Wisbech residents to access more jobs in other areas of the county and beyond. Respondents also said that they would use the service to access their jobs by public transport rather than having to drive from Wisbech.

Several respondents also noted that the railway would allow younger people access to more social and educational facilities not available in Wisbech.

Respondents also highlighted the possibility that Wisbech could help provide much needed housing to accommodate workers priced out of Cambridge. A new railway line could help bring economic growth to Wisbech as Cambridge workers spent their money in the town's shops and facilities. Similarly it was hoped that a new line would encourage large, high value businesses to locate to the town and create employment opportunities on the basis that the businesses could access Cambridge, London and the wider network via rail.

Some respondents also identified that alternative proposals to rail could bring about additional benefits and should also be considered in the cost - benefit analysis. Solutions such as monorail and guided buses were suggested for consideration.

Some respondents also mentioned the importance of locating a railway station near the town, while others felt that a station outside of the centre would be acceptable if it was more viable in terms of cost but was sufficiently well connected to the town and had ample car parking. Creating an integrated transport hub was encouraged with facilities for cyclists, buses and cars identified as necessary. Creating cycle routes and walking facilities to any proposed station was also of high priority for some respondents.

Support for strategic improvements to highways network

Support was expressed for the delivery of strategic improvements to the highways network including a new bridge of the river, a bypass to the west of Wisbech and dualling of the A47. In addition respondents used the survey to express concern regarding the number of HGVs travelling through Wisbech and the impacts of traffic and quality of life in the town.

These measures could not be delivered by the County Council alone but work will be undertaken, as identified in the draft action plan, to scope out what strategic improvements are necessary and would be most beneficial to the town.

Bus / passenger transport service provision

A popular message from the consultation was that there is a need to address the lack of bus services in the late afternoon / evening in order that residents can access services and facilities in the town and return home.

Local Improvements (cycling, safety, signals)

Local improvements identified in the surveys included improving signals on the main routes in Wisbech, safety concerns to do with traffic around schools, a lack of safe cycle routes within the town and the need for the strategy to consider healthcare journeys in more detail (36% of respondents travelled to/ from Wisbech for Health services). The suggestions made by respondents for specific schemes and changes to the strategy are listed in the table below along with the proposed course of action.

Letters and emails received

English Heritage

English Heritage responded to the consultation and mainly focused on the visitor and heritage assets of the town. The response identified that Town Bridge is Grade II listed and were interested in whether a new river crossing could result in less traffic using the Town Bridge (perhaps through pedestrianisation) and help enhance the historic environment and visitor attractions of central Wisbech.

Other comments on the LTTS note that the dualling of the A47 through Cambridgeshire could have an impact on a number of heritage assets. Within approximately 500 metres of the existing road are a number of listed buildings and Elm Conservation Area. Impact on their significance would need to be considered by any proposal.

Sustrans

Sustrans have suggested a proposal to enable less confident cyclists to use the corridor Elm Road – Church Street – Canal Street – Hospital, and encourage walking along the same streets. Its key feature is the closure of the road to most motor traffic near Elm Road School and that community consultation would be essential to design this scheme effectively and to achieve “buy-in”.

6. Scoping for Transport Strategy for East Cambridgeshire

Background

Cambridgeshire County Council has started to develop a transport strategy for East Cambridgeshire (TSEC). As part of the strategy developing a public scoping exercise was carried out as part wider public consultation carried out by Cambridgeshire County Council.

As the TSEC is in the early stages of development the consultation questionnaire asked for the public's views on what issues the strategy should address and what measures should be included in the strategy. There was also the opportunity for the public to add their own comments in a free text response box.

The feedback collected from this consultation will be used to inform the development of TSEC. It is expected that a draft TSEC will go to public consultation in winter 2014, where the public will have further opportunity to comment on the strategy before it is finalised.

Results

There were a number of 'tick box' questions relating to the TSEC, on average 540 people responded to each of these questions. There was also the opportunity for people to add text in a free text box, 207 people did so.

Respondents were given the option to say if they felt that the TSEC should address various issues or not, the results of this are detailed below:

Figure 6.1. 'Should the strategy address the following issues?'

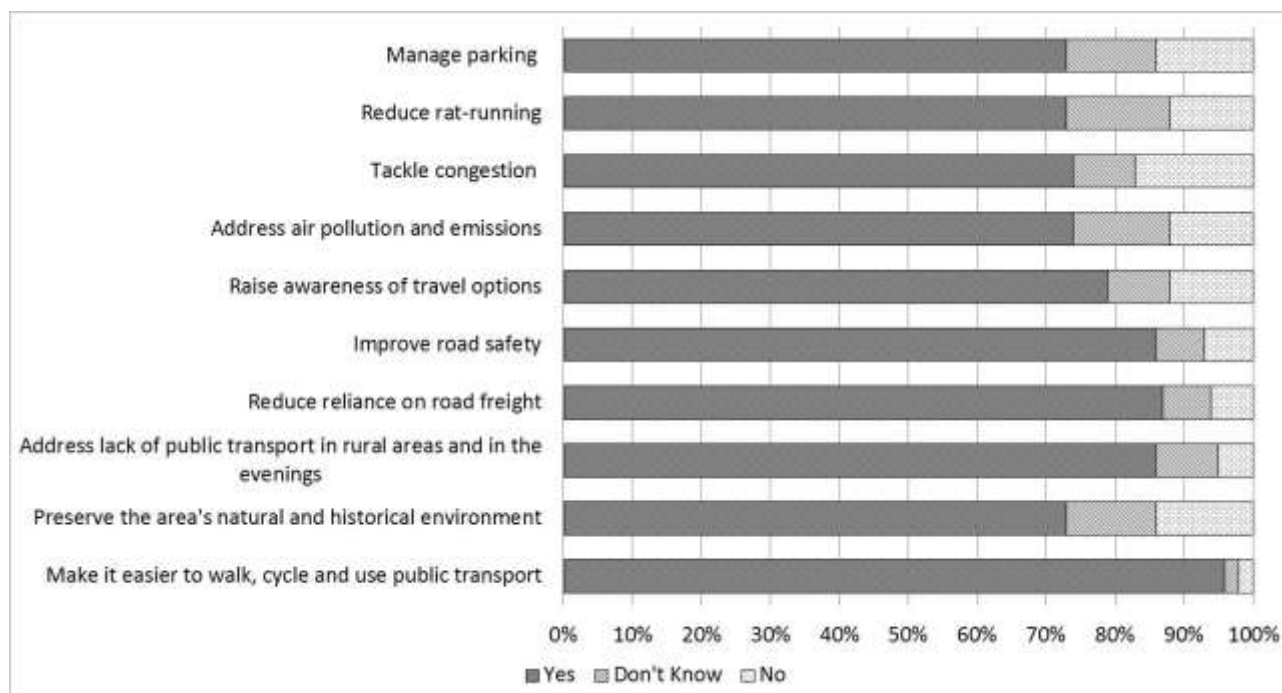
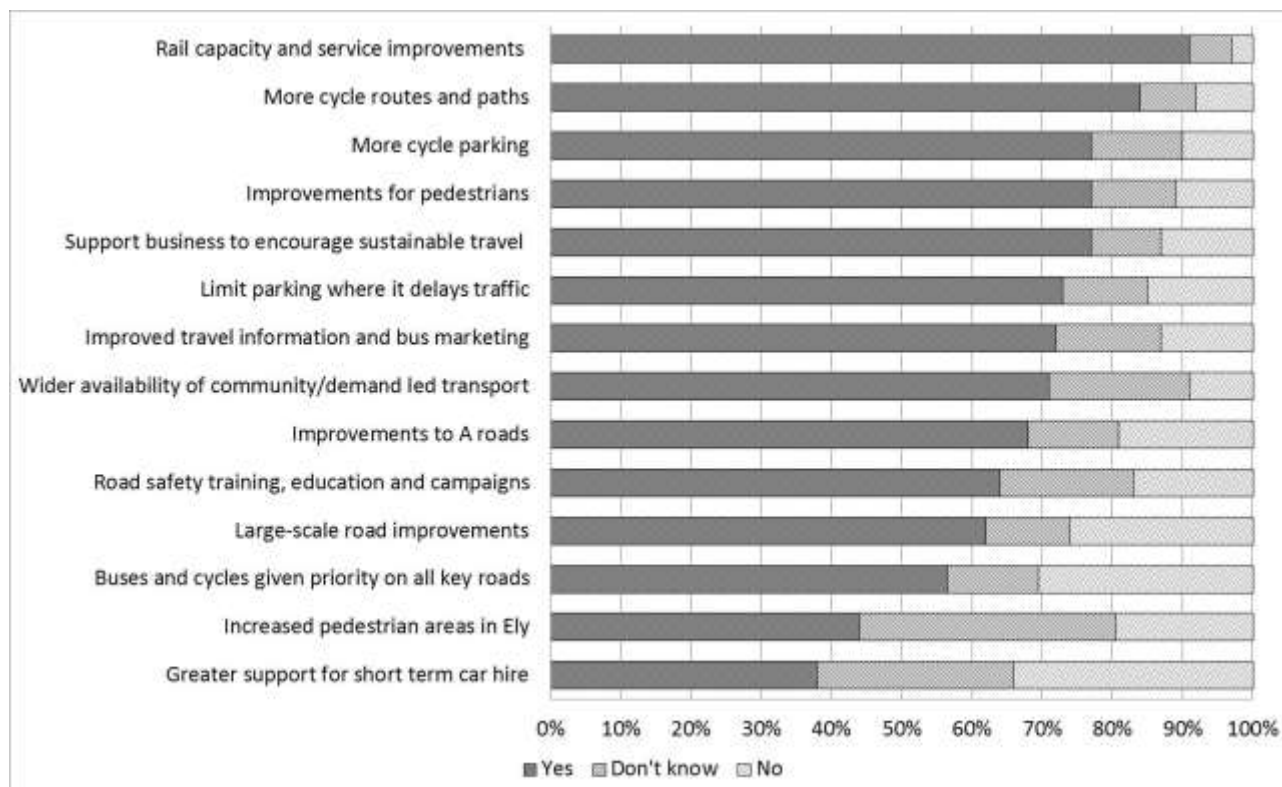


Figure 6.2. 'Should the following measures be included in the strategy?'

From the above it can be seen that there is strong support for most issues that were listed as potential issues to be addressed by the strategy. Strongest support (greatest number of people answering yes) was seen for addressing issues that make it easier to walk, cycle and use public transport 96 percent of respondents answered yes. Strong support was also seen for preserving the area's natural and historic environment with 91 percent of respondents answering yes. There were slightly lower levels of support for managing parking and reducing rat running although the majority 73 percent of respondents answered yes to both these questions.

Regarding measures to be included in the strategy, it can be seen that there was strong support for most of the suggested measures. Strongest support was seen sustainable mode improvements to be included. With 91 percent of respondents answering yes to measure to improve rail capacity and improve service answering yes. 84 percent answered yes to more cycle routes and paths and 77 percent answered yes to both more cycle parking and improvements for pedestrians.

Measure which less than the majority of respondents answered yes to were, Increasing pedestrian areas in Ely 44 percent answered yes and greater support for short term car hire with 38 percent answering yes.

There was a free text box in which respondents could add comments. The box started with the question; *'In your view are there any other issues the East Cambridgeshire Strategy should look at?'*

Respondents used this section to highlight a number of issues which have been broken down into various sections by mode of transport below. In total 207 respondents answered this question.

Road

- 10 respondents highlighted the need for improvements on the A10
- 8 people stated the need to build the Ely southern bypass
- 6 mentioned the need for improvements on the A142 in the Ely area
- 3 people mentioned the need for parking to remain free in Ely
- 2 people mentioned each of the following, Do not predict and provide with road capacity, improvements are needed on B roads these often get neglected, support for 20mph zone in all built up areas and reduce rat running traffic
- Individual respondents mentioned various other comments related to roads, these tended to be more local issues or suggestions for schemes. These will be considered as the strategy is developed

Rail

- 9 respondents highlighted support or need to have a station in Soham
- 3 respondents mentioned both the need to reduce rail fares and the need for large scale rail improvements
- 2 respondents highlighted a desire for more freight on rail
- Individual respondents made various other comments about rail these generally reflected more local issues, these will be considered as the strategy is developed

Bus

- 14 respondents mentioned a desire/need for Sunday and evening bus services
- 11 mentioned a desire/need for more frequent bus services for the villages and better links to employment
- 4 respondents stated they would like bus fares to be capped
- 2 mentioned they would like a park and ride scheme in Ely
- Individual respondents made various other comments about buses or bus infrastructure these generally reflected more local issues, these will be considered as the strategy is developed

Walking

- 6 individual comments were made around walking, again these were generally more location based issues. These will be taking into account as the strategy is developed

Cycling

- 9 respondents mentioned a desire for more off road cycleways
- 6 mentioned a desire for cycle route improvements in rural areas
- 3 respondents mentioned the following, the desire/need for a cycle route on the A10 corridor and the need/desire for improvements to leisure routes in the area as options were currently limited
- 2 respondents mentioned improvements are needed to the Ely-Soham cycle way and the need to improve the link between the railway station, river and Ely centre
- Individuals mentioned various other comments relating to cycling again these were fairly local in their focus and will be considered as the strategy is developed

Other comments

- Generally these were fairly specific in nature although several respondents did mention the comments below
 - 4 respondents mentioned the need to reduce or remove HCVs travelling through villages
 - 2 mentioned the need for both vegetation cutting at junctions before it affected visibility and 2 respondents were not convinced that promoting cycling and public transport worked when services and facilities did not exist

Letters and emails received

There was only one response that mentioned specific schemes to be included in the TSEC.

7. Demographic Data

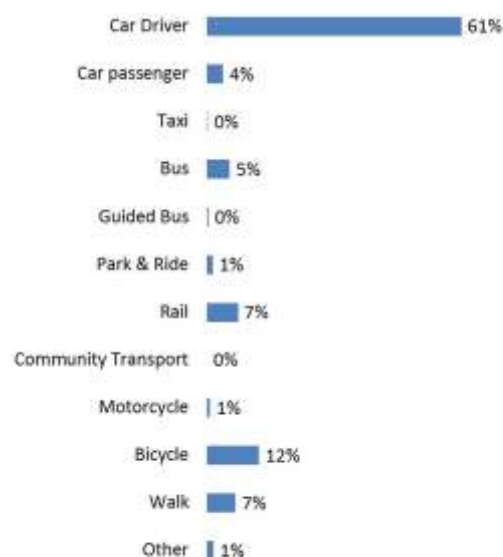
Age of all respondents

The following demographics relate to the full 784 respondents to the online consultation. In total, the significant majority of respondents indicated their age as being between 41 and 64 – however since this was such a large grouping it is not feasible to make data comparisons by age. 21% indicated they were aged between 25 and 40, and 20% as 65 or older.

Mode of most common journey (all consultations)

Respondents were then asked to consider their journey from home to their most common travel location (for example school or work). Distances given ranged from zero to 200 miles. Incorporating all responses, the mean distance travelled is 15.38 miles – however this is with a standard deviation of 22.13.

The car is highlighted as the most commonly-used mode of transport by the majority (61%). The following table breaks down respondents by their selected mode of transport:



Age of respondents to individual strategies

Age of respondents	Percentage of respondents		
	Huntingdon and Godmanchester	Wisbech	East Cambridgeshire
Under 24	2	4	4
25 – 40	29	21	21
41 – 64	54	57	57
65 or over	15	18	18

Respondents home location

741 respondents to the consultation provided a postcode. The maps on the following four pages show the geographic location of those respondents.

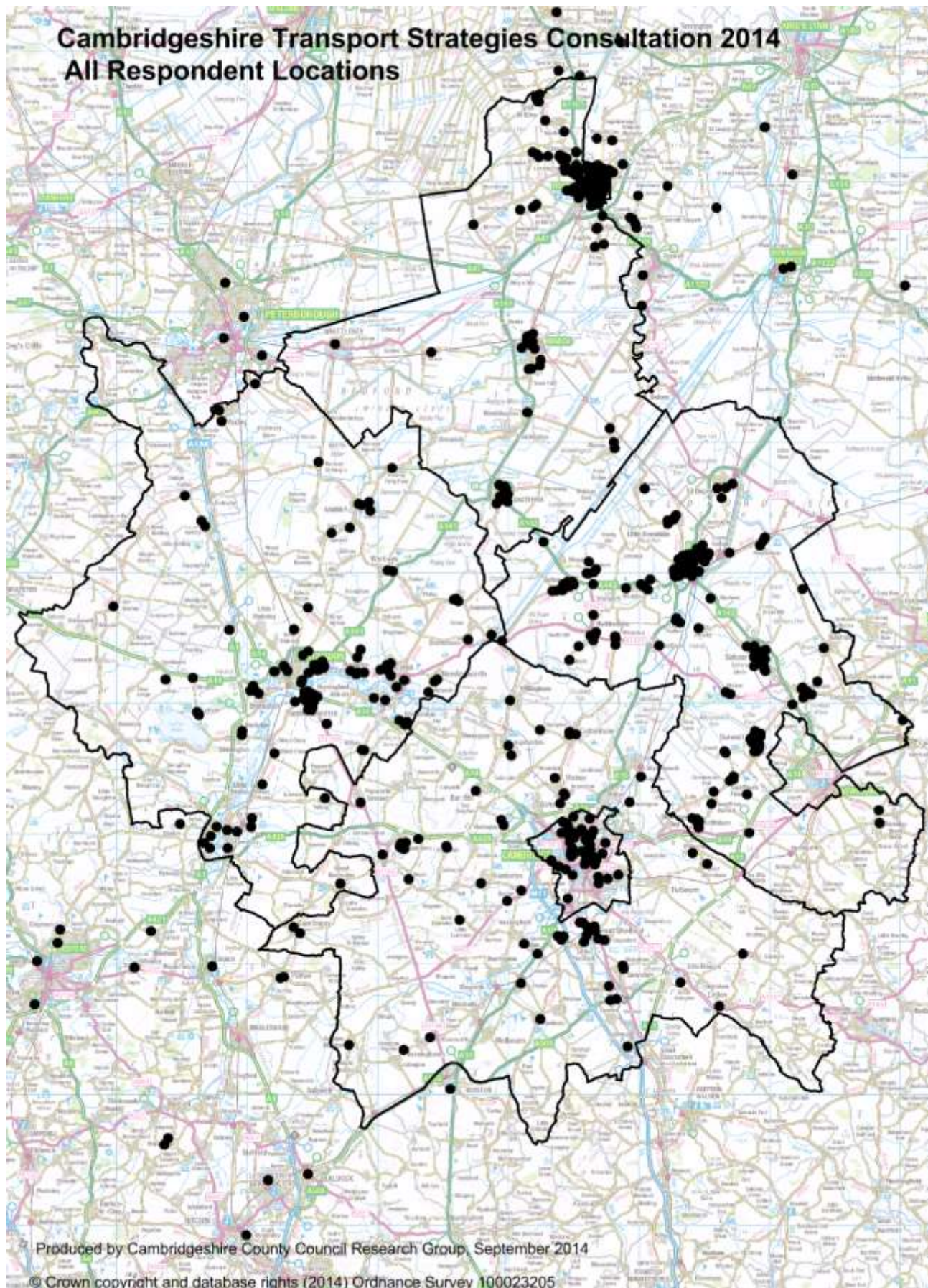
Figure 7.1. Location of respondents to all parts of the consultation

Figure 7.2. Location of respondents to the Huntingdon and Godmanchester Market Town Transport Strategy

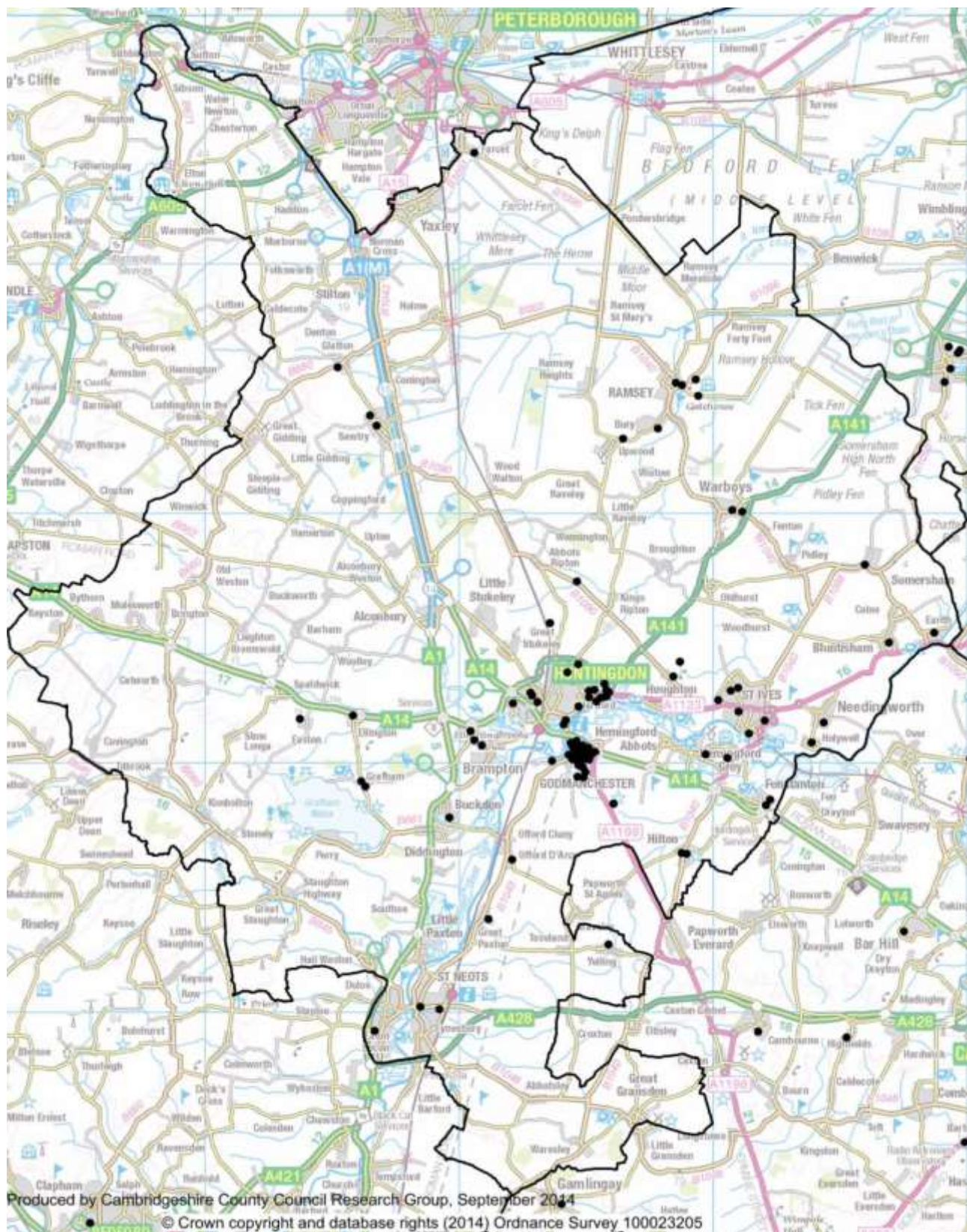


Figure 7.3. Location of respondents to the Wisbech Market Town Transport Strategy

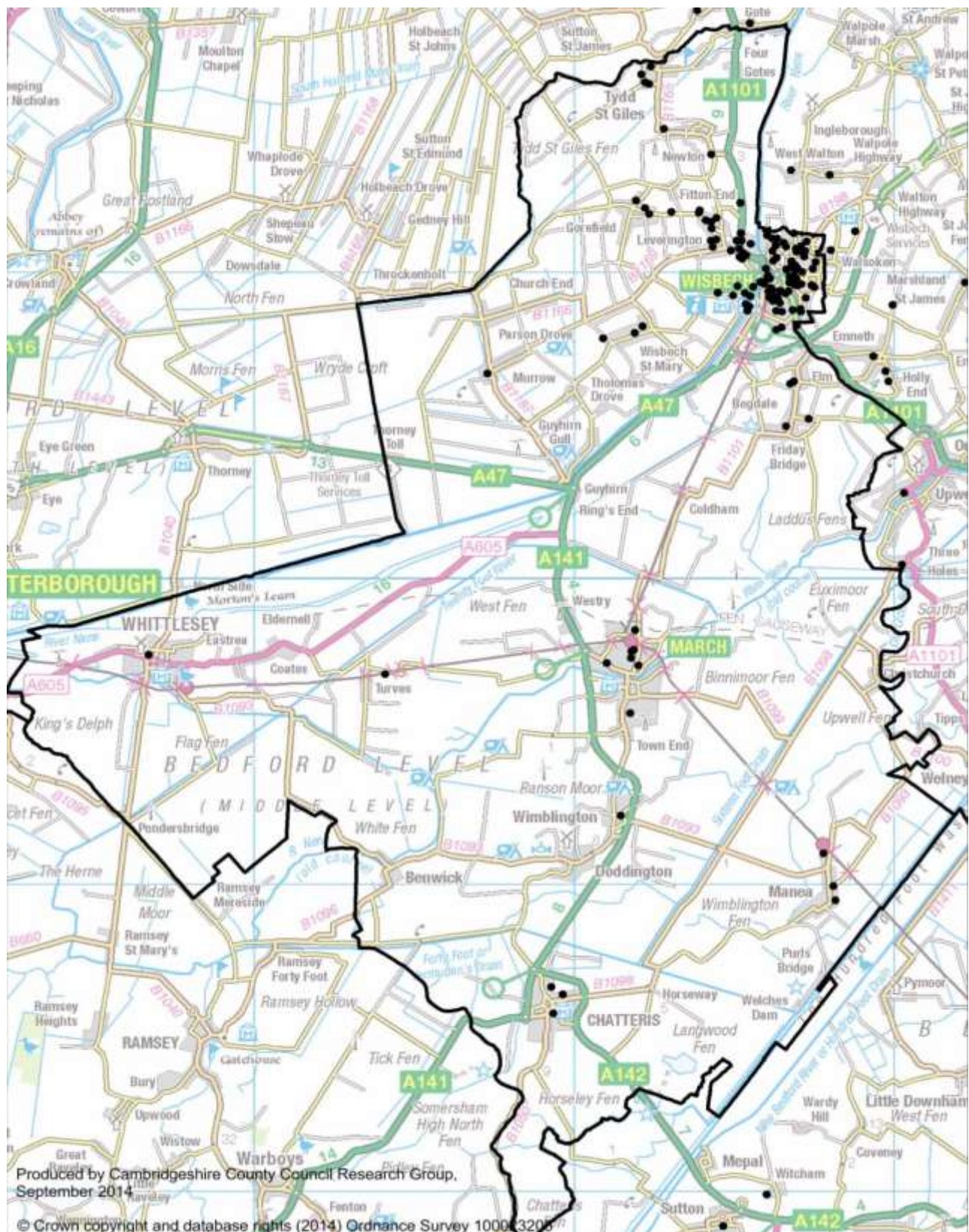


Figure 7.4. Location of respondents to the scoping of the Transport Strategy for East Cambridgeshire

