

APPENDIX 2

Long-list of schemes assessed for Integrated Transport Block allocation for Delivering Strategy Aims 2016-17

	Scheme	Cost	Strategy Aims Score	Deliverability score	Total score	Comments
Ely	Cycle parking provision and other cycle infrastructure	£25k	10	13	23	Recommended for 2016/17 Exact locations to be determined, e.g. bike racks in central Ely High Street / Market Street.
March	Cycling - To/from north of Estover Road development	£20k	12	11	23	Recommended for 2016/17 Scored on feasibility. Outline design can be done in house with detailed design sub-contracted. Delivery of scheme to be further assessed.
Whittlesey	Investigate bus stop provision and/or improvements in locations highlighted through public consultation. Additional schemes may also come forward, including at Eastrea Road at east end of Whittlesey	£40k	11	12	23	Recommended for 2016/17 Exact locations to be determined but unlikely to cause issue
Ely	Cycle route High Barns estate/Lynn Road crossing	£130,000	10	12	22	Recommended for 2016/17 Assessment based on upgrade existing pedestrian refuge near Audrey Street to controlled crossing. Cost estimate based on signalised crossing.

	Scheme	Cost	Strategy Aims Score	Deliverability score	Total score	Comments
Ely	Investigate cycle route between Ely and Stuntney	~£10k	10	12	22	Recommended for 2016/17 This proposed scheme is linked to Ely Southern Bypass. Investigation will involve minimal cost for surveys.
Whittlesey	Provision of cycle parking and parent waiting facilities, signage and railings at New Road Primary School	£10k	11	11	22	Recommended for 2016/17 Low cost improvement for sustainable transport represents good value for money.
March	Cycling - Southwest March to town centre	£250k	12	9	21	Recommended for 2016/17 Various elements included, average score shown.
Wisbech	Improve bus stops across Wisbech: Suitable covered waiting facilities, Lighting for bus stops, providing up- to-date travel information, Analyse base with regard to improving bus facilities for services around Guyhirn, RTPi provision at bus stops	tbc	11	8	19	Recommended for 2016/17 for highway elements. Cost estimate £20k. Exact locations to be determined but unlikely to cause issue.

	Scheme	Cost	Strategy Aims Score	Deliverability score	Total score	Comments
Ely	Cycle route St John's Road – Tower Road area	£50k	10	8	18	Recommended for 2016/17 Proposal is based on upgrading existing path. Feasible but possible issues with narrow width in several locations and may affect PROW and playing field.
St Ives	Cycling Route 3 – Houghton Road and Saint Audreys Lane. This route links the east of town with the west side, along the A1123, incorporating links to the St Ivo School and the Recreation Centre.	~£450k	5	12	17	Recommended for 2016/17 and 2017/18 Feasible, wide verges suitable for provision. Needingworth Road to St Audrey Close section completed in 2010. Require investigation and outline design
Wisbech	Footpath and cycleway along the line of March-Wisbech rail line	tbc	11	4	15	Not deliverable in the short term – link to Wisbech Access Strategy and the re-opening of March-Wisbech Rail Line
Huntingdon and Godmanchester	Provision of a new segregated cycle lane to accompany the A1123 between Old Houghton Road and Wyton. Link Thicket Path to Hartford. Investigate feasibility for enhanced facilities to make Hartford Road a safer environment for cyclists.	£350k to be reviewed	3	12	15	Missing link recommended for 2016/17 Route 4 Hartford to Town Centre section is partially complete, with a missing link between American Land and Old Houghton Road. High feasibility score is based on an off-carriageway facility. Complement the link from American Lane to town centre, which was well received and is well used.
St Ives	Cycling Route 10 – St. Ives to Holywell and Needingworth. Signing improvements between St. Ives, Holywell and Needingworth	£20k	3	12	15	Recommended for 2016/17 Scoring based on signing and potential minor adjustments to crossings at roundabouts.

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Ely	Cycle route High Barns – New Barns	£100k	10	4	14	Recommended for 2016/17 Deliverability score is average but scores high on Strategic Case. Potential issues include high levels on-street parking, narrow carriageway and footpath width with no additional available land for dual use path.
Huntingdon and Godmanchester	Review of existing street lights to assess potential for additional street lights on well used routes which could benefit from improved lighting; this would be done with a view to enhancing personal safety and security for pedestrians. Selection of routes to be informed by results of an LSTF pedestrian audit commissioned by CCC, and consultation with local parish councils.	£5k	3	11	14	Cycle/pedestrian audit is required in the first instance. Feasibility score and cost are based on audit only. Can be funded from general scheme development.
Ramsey	Speed measurement work to define the problem of perceived high HCV speeds on the Great Whyte and potential mitigation measures if the problem is proven.	tbc	3	11	14	Investigation work recommended for 2016/17 Low cost investigation and outline design can be carried out in house or externally. Scored on investigation/design only e.g. surveys.
Godmanchester	Traffic calming measures for Post Street and Causeway. Along with surfacing and lighting improvements to NCN51 and Cambridge Rd.	£135k	3	10	13	Though the scheme is feasible, it does not offer high value for money due to low popularity caused by amount of traffic using the route.

	Scheme	Cost	Strategy Aims Score	Deliverability score	Total score	Comments
St Neots	Public footpath 32 between Monarch Road and Queens Gardens	£50k	2	11	13	Recommended for delivery but not ITB funding, S106 available. Completing the missing link of approximately 185m would require £50k and thus offers good value for money. Requires 5 lighting columns to be moved. Land is not an issue.
Huntingdon and Godmanchester	Crossing of Stukeley Road to improve access to Stukeley Meadows Industrial Estate	£100k	3	9	12	Recommended for 2016/17 Precise location is to be confirmed with regards to the existing crossing at Lidl. Cost estimate is based on puffin/toucan facility.
Huntingdon and Godmanchester	Continuing cycling facilities for Ambury Road between Ambury Hill and Avenue Road	£75k	3	9	12	Feasible with potentially sufficient space for improvement. Busway route. Improves an existing link, rather than creates new route.
Ramsey	On-road signed cycle route through the Maltings to the High Street, potentially linking in with the RAF Upwood development	£395k	3	8	11	MTTS Route 2 Sections on private & HDC/RTC land. Affects PRoWs, but links existing facilities. Minimal risk to on-highway sections. Crosses a park, so may result in objections.
St Neots	Route 3 - St Neots Road - Alterations to existing traffic calming to encourage use by cycles from the roundabout to Ford Close, providing a link between route 2 and the existing off road route further along St Neots road.	tbc		11	11	MTTS Route 3 - Fairly heavily trafficked bottleneck between existing cycle routes - some pinchpoints. Could link to off road facility as well as on road section further west. To be considered for S106 MTTS funding,
Ramsey	Off road cycle route from the north of the town to the Great Fen project, utilising the existing rail way track bed	>£875	3	6	9	Low value for money; scheme cost for MTTS Route 5 3.5km from Gt Whyte to Ramsey Heights alone is likely to be at least £875k plus land acquisition. Requires

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						planning, but creates a new Non Motorised User link where there's no off road cycleway provision at present.
Chatteris	Cycle link providing access to the industrial area north of the ring road and out towards Doddington, including a safe crossing over the A142 onto Dock Rd	£1m	10	-2	8	There is a potential development with S106 funding to consider pedestrian crossing improvements over the A142. Some non highway land is needed. Also need to upgrade existing bridleway. For continuity, the footpath on Prospect Way/Short Nightlayers Drove should also be completed.
Ramsey	On-road signed path from the Maltings to the Tesco development site and linking in with the path to the Great Fen	£345k	3	5	8	MTTS Route 3 Significant constraints due to road width & parked vehicles - objections likely. Alternative routes available in places, potentially lower uptake. The lower cost signing-alone option can be considered.
Chatteris	Continuous footpath on Prospect Way	£500k	9	-2	7	The low Feasibility score is due to difficult issues such as limited highway width. The cost estimate needs to be reviewed.
Ramsey	On road signed cycle route from the Northern Gateway site through the residential area to Abbey School	To be reviewed	3		3	Bridge is in place and the route between Tesco & Stocking Fen Road is complete, Minor improvements/ signing is feasible.

ANotes

The list is in the order of Total Score i.e. Strategy Aims score plus Feasibility/Deliverability score.

Schemes in the 2015/16 Long List requiring further investigations have been reassessed and included in this Table.