

Appendix B

Transport Strategy for East Cambridgeshire

Change log following 2016 consultation

Page no.	Change Made:
0	Title change of date from 2015 to 2016
2	Executive Summary: Updated to reflect consultation that was carried out in Feb-March 2016
3	Glossary of terms included
1. Introduction	
7	Strategy Development: section has been included which explains the development of the strategy, and how it will develop in the future
7	Strategy Development: Officers from neighbouring Local Authorities have been consulted on this Strategy and will continue to be involved as projects develop.
8	Scope of the strategy: some text has been added to scope of the strategy to explain that in some location the built environment is a constrain and the heritage value needs to be considered
7	Scope of the strategy: minor changes to the text in the second bullet: "Considers all modes of transport used for local trips, including trips on the trunk <i>and principle</i> road and motorway network <i>some of which is</i> managed by Highways England, and the rail network managed by Network Rail."
8	Scope of the Strategy: Bullet point- looks to set a vision for transport in the longer term, towards 2050, has been removed.
2. Planning and wider context	
11-12	Headings have been added within this section to split up the text: Housing, Population and Employment Numbers ; Neighbouring Local Plans; Transport Infrastructure within the Local Plan
14	Links to the ECDC LP have been provided
10	Figure 2: addition of web link: http://www.cambridgeshireinsight.org.uk//eefm
11-12	Note: alterations to Tables 1, 2 and 3: housing and employment growth and supply in East Cambridgeshire cannot be made as the Local Plan has not yet been adopted. A caveat explaining this has been included on page 12 as well as information relating to the housing needs assessment.
11-12	Table 1: updated to include dates: "Housing and Employment Growth in Cambridgeshire 2011-31 Source: <i>East Cambridgeshire Local Plan</i> " Dates added to Table 2 and Table 3.
11	Updated Table 1: updated to include Forest Heath and Kings Lynn and West Norfolk housing and employment numbers.
11	Additional text explaining the East Cambridgeshire Local Plan allocation numbers provided, and asterisk added below table 2 to clarify.
12	Information about Forest Heath's single issues review has been added.

14	Slight change to wording of Policy COM7 heading to clarify that this came from the East Cambridgeshire Local Plan, and is not a TSEC policy: "Policy COM7: Transport Impact- <i>from</i> East Cambridgeshire Local Plan 2015"
14	East Cambridgeshire Local Plan Review: Additional detail behind the East Cambridgeshire Local Plan and a link to the relevant documents: <i>"More information regarding the Emerging East Cambridgeshire Local Plan is available online¹. It is possible that the Action Plan of the Transport Strategy may need to be updated to support the Emerging East Cambridgeshire Local Plan."</i>
16	Traffic Growth and the impact of new development: The main service centres for East Cambridgeshire have been identified: <i>"The strategy recognises the main service centres in the district and neighbouring areas as being Ely, Littleport, Soham, Newmarket, Cambridge and Bury St Edmunds."</i>
17	The role of the local highway authority in the assessment of development related impacts from new development proposals has been summarised. <i>"As the local highway authority, the County Council has the responsibility of evaluating the potential transport impacts of new development proposals. Where necessary this may include proposition of mitigation measures to avoid unacceptable or "severe" impacts."</i>
	Following text has been added to Policy TSEC 6: The County Council has prepared guidelines to assist developers with the preparation of Transport Assessments and Transport Statements that accompany planning applications. Through these documents the sustainability of the development proposals are assessed, and in line with national guidance including the NPPF".
16	The paragraph was deleted, as it was unclear: "Further analysis and work is proposed to help understand which demand management measures and parking controls would assist in reducing traffic growth and also to clarify which measures are more or less effective depending on the focus of development."
17	Key Transport Issues in the District: "Below are the key transport issues that have been identified in the district. In no particularly order, these are:

¹ <http://www.eastcambs.gov.uk/local-development-framework/local-plan-review>

	<ul style="list-style-type: none"> • Limited highway capacity • Missing links on the walking and cycling network • Impact of HGVs on villages • Availability of public transport in rural areas • Improving the transport network without having a negative impact on the historic and natural environment can be difficult • Dispersed rural communities mean that addressing transport needs sustainably can be difficult due to distances travelled • Road safety issues associated with rural roads • Access to Cambridge can be difficult during peak times • Limited rail capacity • Climate change impacts on transport infrastructure”
18	<p>Transport Policy Context: new text: <i>“A number of additional policies have been referenced in the preparation of the Strategy. These have been summarised below.”</i></p> <p>Small amount of text has been added to the Third Local Transport Plan to highlight that noise is addressed as an issue here.</p> <p>The additional policies which have been referenced in the preparation of the Strategy include:</p> <ul style="list-style-type: none"> • Cambridgeshire Health and Wellbeing Strategy • Cambridgeshire and Peterborough Road Safety Partnership Strategy • Cambridgeshire Green Infrastructure Strategy
18	The Rights of Way Improvement Plan text has been updated following adoption of the updated plan in 2016.
21	Deleted ambiguous sentence: “Hospital patient transport and public transport are also local assets but detailed data was not available”.
23	New section: devolution.
3. Strategy Objectives	
24	<p>Updated text and new objective added: <i>“Six objectives have been set for this strategy, in no particular order these are:</i> Ensure that the Transport Network <i>and Transport Initiatives;</i> 1.... 2... 3. <i>Improves road safety...</i>”</p>
25	Additional information:

	<p>"The East Cambridgeshire District Council Corporate Plan 2015-2019 includes two transport related priorities improving local transport to make it easier to get around the district and do business and improving infrastructure.</p> <p>Some schemes identified in this strategy are also commitments in the Corporate Plan 2015-2019."</p>
4. The Strategy Approach	
26	<p>Public Transport: update and clarification:</p> <ul style="list-style-type: none"> • Clarified transport corridors: "Connect major engines of growth along main transport corridors, <i>including rail links in the district, A10 and A142</i>" • Included "<i>Improve interchange between modes of transport where necessary</i>" • Updated: "Work with developments – <i>request financial</i> contribution to public transport <i>where appropriate</i>" • Included: "<i>Encourage the use and uptake of public transport by measures including: personalised travel planning, smarter choices promotion, education and technology</i>"
26	Rail: included: "Build a case for opening new stations <i>and new routes</i> "
26	<p>Cycling and Walking Strategy Approach: update:</p> <ul style="list-style-type: none"> • Updated: "Investment in cycle <i>and pedestrian network and linking communities- understanding both the transport and leisure benefits</i>" • Updated: "Enhancing, <i>improving</i> and adding to network" • Updated: "Enhance and develop <i>the network</i> around key destinations in rural areas" • Removed: "Improve cycle network around Ely. This was considered to be similar to the first point therefore combined in a more general sense. • Added: "<i>Encourage walking and cycling by measures including: personalised travel planning, smarter choices promotion, education and technology</i> addressing safety and perceptions of safety • "
	<p>Road: updated:</p> <ul style="list-style-type: none"> • "<i>Junctions 37 and 38 of the A14</i>"
5. TSEC policies	
28	<p>Policy TSEC 4: National Networks: trunk roads and rail:</p> <ul style="list-style-type: none"> • Reference to motorways has been removed considering that there are no motorways in East Cambs. • Updated: "These routes have a role in catering for travel demand for those <i>travelling within and through the</i> district along key corridors"
28	<p>Policy TSEC 5: Planning Obligations - updated to include:</p> <p><i>"There will be a focus on mitigating transport impacts of development as sustainably as possible."</i></p>
29	Policy TSEC 6: Transport Assessments – updated to include:

	<p><i>“The County Council has prepared guidelines to assist developers with the preparation of Transport Assessments and Transport Statements that accompany planning applications.” With a link to the TA guidelines.</i></p> <p><i>And : “In Cambridgeshire a Travel Plan is expected for any planning application where a TA is required. The purpose of a Travel Plan is to encourage the uptake of sustainable travel through changes in behaviour. Residential sites may also require a Travel Plan which includes a package of measures designed to promote sustainable travel at and around the development. For smaller developments with less of an impact, a lighter touch travel plan or travel welcome pack would be required. The exact level of Travel Plan required should be agreed with County Council on a site by site basis.”</i></p>
29	<p>Policy TSEC 7: Supporting sustainable growth – updated to include:</p> <p><i>“New developments should link into the existing provision for vulnerable traffic including walkers, horse riders and cyclists.”</i></p>
31	<p>Policy TSEC 12: Encouraging cycling and walking – updated to include:</p> <p><i>“The most suitable design should be determined on a site by site basis, however where possible pedestrians, cyclists and other users should be segregated and away from the main traffic.”</i></p> <p><i>“Existing routes should be upgraded for less able walkers.”</i></p> <p><i>“Walking and cycling will be promoted through various initiatives including personalised travel planning, smarter choices promotion, education and technology.”</i></p> <p><i>“New developments should provide links to existing public rights of way and ensure that there are public rights of way through the development.”</i></p>
32	<p>Policy 14: New roads within development sites, or to provide access to development – updated to include:</p> <p><i>“Road Safety Audits will be carried out as required and Highways Development Management Engineers will be involved in this process.”</i></p>
32	<p>Policy TSEC 15: Road Safety – updated to include:</p> <p><i>“The safety of all users of the transport network is a top priority, both on the existing network and through all new developments and schemes irrespective of the mode of travel.”</i></p> <p><i>“Implement road safety initiatives to reduce road traffic accidents based on evidence”</i></p> <p><i>“Acknowledge that there are different priorities for urban and rural locations”</i></p> <p>Removed: <i>“Prioritise pedestrian and cycle safety”</i> – the policy does not focus on any particular user group.</p>
32	<p>Policy TSEC 17: Protecting the environment – updated to include:</p> <p><i>“As transport schemes are developed consideration will be given to the natural and historic environment.”</i></p>
6. Improving the Transport Network	
34	<p>New text to introduce how these improvements address key transport challenges:</p> <p><i>“This section details what methods the Strategy will use to reduce the negative impacts of transport on the environment and people who live, work and travel through East Cambridgeshire. It looks to combat the key challenges in the district in line with the strategy policies.”</i></p>

34	Passenger transport network: this section has been updated. Please see TSEC document for full change.
34	<p>Rural Transport services: moved below passenger transport, and updated to include: Removed: “In practice this will involve a phased review of rural transport across the county”. A paragraph explaining Total Transport has been included: “<i>Total Transport is a cross sector approach to the delivery of supported d public road passenger transport schemes. Its purpose is to integrate transport services to become more economically efficient with resources. The County Council undertook a scoping consultation within East Cambridgeshire in early 2016 to determine people’s views on the schemes which will include replacing the existing system with a revised network of fixed bus routes, largely based around school journeys, and a new flexible minibuss service, whilst continuing to support a social car scheme.</i>”</p>
35	<p>The rail network - this section has been updated to include: “<i>Engage with rail operators as improvements are brought forward through franchise agreements.</i>” “<i>There are a number of key rail scheme included in the action plan of this Strategy and a short summary of the key schemes and the current position of these is given below.</i> <i>In November 2015 the Hendy Review² was carried out. Sir Peter Hendy was appointed to review the Network Rail enhancement programme to 2019 and re plan it. The majority of projects will go ahead for delivery by 2019. The review states that no projects have been cancelled although some may be delivered after 2019.</i></p> <p><i>The Hendy Review highlights which projects are going to be delivered in Control Period 5 2014-19 and those that will be delivered in Control Period 6 2019-24.</i></p> <p><i>Projects to be delivered in Control Period 5 in East Cambridgeshire are:</i></p> <p><i>Kings Lynn to Cambridge 8 car- the Hendy Report states the following: “Network Rail is undertaking development on a scheme to allow the lengthening of peak time services on the Cambridge to Kings Lynn corridor from 4 to 8 car length to tackle overcrowding and will report back to DfT on costs and programme for delivery in spring of 2016.”</i></p> <p><i>Projects to be delivered in Control Period 6 in East Cambridgeshire are:</i></p> <p><i>Ely North Junction- the Hendy Report states the following: “This scheme will be delivered now in CP6 to allow co-ordination with safety critical level crossing works nearby. Despite this Network Rail is aware of the strong aspiration of the DfT and local user groups and MPs to see</i></p>

² <https://www.networkrail.co.uk/Hendy-review/>

	<p><i>improvements to services on the Cambridge to Kings Lynn corridor as soon as practicable.”</i></p> <p><i>And Ely to Soham Doubling- to increase capacity for freight on the Felixstowe to Nuneaton route.</i></p> <p><i>The Soham Station Project is currently being developed by the County Council and East Cambridgeshire District Council. Network Rail have been commissioned the carry out a GRIP 3 Options Selection Study- which will select a preferred option for the station. This is due to concluded in early 2017. Alongside the Options Selection Study the business case for the station is being developed.</i></p> <p><i>It should be noted that to achieve the full benefits and to increase rail capacity in the Ely area there are many interdependencies between the projects mentioned above. Network Rail are currently reviewing this to ensure that projects are delivered in the most effective way.”</i></p>
38	<p>The Rail Network</p> <p>Following the Economy and Environment Spokes meeting the following further information was added to the strategy to give more detail regarding the Ely Area Rail Improvements:</p>
38	<p>The cycle and pedestrian networks - This has been updated to include:</p> <p><i>“Enhance or develop rural cycle and pedestrian networks around key destinations in the rural area such as village colleges, larger village centres, major employment sites, doctor’s surgeries, and transport hubs on the main transport corridors, especially through improvements to PROW”</i></p> <p><i>“Identify and tackle local barriers to walking and cycling such as missing links, unsuitable provision, difficulties crossing the road and lack of cycle parking facilities”</i></p>
40	<p>Walking and Cycling for Leisure and Public Rights of Way: new subsection has been included.</p>
42	<p>Freight movements and Heavy goods Vehicles – updated:</p> <p><i>“It can lead to localised congestion, noise, vibration, and poor air quality, and can significantly impact on people’s quality of life, health and well-being. Particular issues arise when these large vehicles attempt to negotiate small roads through villages, which were not built or designed to withstand road freight, in order to have a shorter journey. This is a problem in several villages in East Cambridgeshire; most notably, the villages along and linking to A1123, such as Sutton, Wilburton and Haddenham.”</i></p> <p><i>“In addition, as part of planning agreements we will work with the operators and the District Council to ensure that all new and existing</i></p>

	<p>planning permissions involving general haulage HGV operation contain planning conditions which encompass routing <i>and time of day</i> agreements, which ensure that freight operators are using the most appropriate routes for their journeys and minimising impacts on local communities.”</p> <p><i>“We will take all available measures and continue to work with freight operators to ensure the use of the most appropriate strategic routes for road freight, avoiding local village routes, are utilised where possible.”</i></p> <p><i>“And we will also work with operators and the police to encourage the fitting of vehicle tracking systems which assist enforcement of routing agreements, speed limits and good driving practice.”</i></p> <p><i>“Such a restriction is currently being investigated in the Sutton – Earith – Aldreth – Wilburton diamond area.”</i></p>
42	<p>Freight movements and Heavy goods Vehicles – updated: Following the Economy and Environment Spokes meeting this section was updated to include the following: “East Cambridgeshire is a largely rural district, therefore heavy agricultural vehicles and machinery are commonplace on local and strategic roads. While the use of these heavy vehicles is vital for the successful operation of farms, the size and weight of the vehicles can impact on the quality of the road network and road verges.”</p> <p>The above text in the row above was also reworded for clarity.</p>
43	Improving Road Safety: New subsection included.
45	<p>Technology - Updated information: <i>“Improvements in travel information can enable drivers to make informed decisions and minimise delays.”</i> <i>“Technological advances improve efficiency and cleanliness of vehicles whilst providing greener methods of travel. As such, the installation of electric charging points in public car parks will be encouraged.”</i></p>
46	<p>Smarter Choices - updated text: Changed Cambridgeshire Travel for Work Partnership to Travel for Cambridgeshire. Removed reference to Safer Routes to School, as funding for this project expired in 2010/2011. Included schemes such as CamShare and BikeBUDi Included: “Education on travel options can give people the confidence required to use public transport and similarly can cycle training can give people the confidence to travel by bike.”</p>
47	Sharing Information – included reference and link to SmartTravel Cambridgeshire
48	Further work to develop the Transport Strategy for East Cambridgeshire.

	Further information regarding the A10 North Study has been added, as well as reference to the A10 North of Ely. More detail has been provided in this section following the Economy and Environment Spokes meeting.
49	<p>Funding - Included new information on maintenance of routes: <i>“To make best use of budgets, the County Council has produced a Highways Asset Management Strategy³ which identifies the approach to maintaining the county’s local highway network, in order to help deliver the best short and long term outcomes for local communities. The Strategy will be used to inform the highway maintenance schemes that are to be implemented within the Council’s Transport Delivery Plan.”</i> A link has also been provided for the Highways Asset Management Strategy.</p> <p>Funding from development: updated text to clarify the role of section 106: <i>“This funding can only be used for improvements which are directly impacted by the development.”</i> <i>“East Cambridgeshire District Council adopted the Community Infrastructure Levy (CIL) in 2013. This now plays an important part in providing funding for off site development mitigation measures”</i> Following has been added regarding the Local Highways Improvements Initiative, <i>“Funding is also available through the Local Highways Improvement Initiative (LHI)⁴ This initiative invites community groups to submit a proposal for funding from the LHI fund. Schemes are delivered on a jointly funded basis with applicants able to apply for up to £10,000 as a contribution to their scheme. The applicant is expected to provide a minimum contribution to their scheme of at least 10% of the total scheme costs.”</i></p>
53	<p>Prioritisation and delivery of the strategy programme – updated to include text: <i>“All new major schemes are assessed through the County Council planning approval process. For particular schemes this involves consultation on the design and impact of the scheme; in particular the highway and environmental impact. The majority of schemes within the action plan require further development, and all new schemes should be designed appropriately to cater for local needs and take account of local circumstances.”</i></p>
53	<p>Monitoring and review – updated to include:</p> <ul style="list-style-type: none"> • <i>“Monitoring the environmental impact including the impact on biodiversity, trends in air quality and how many schemes contribute to the Green Infrastructure Strategy.</i>

³ Further information is available on the following webpage:

http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/4

⁴ http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/118/improving_highways

	<ul style="list-style-type: none"> • <i>Monitor the impact on public health including mortality rates and reasons and the number of people using active transport.”</i>
7. References	
57	New Section has been added- providing links to key documents.
8. Action Plan	
60	Updated table: Differentiation between proposed works and schemes to be investigated
Ely: Major Schemes	
	Updated: LTTS Weblink added providing more information on the scheme. Ely Southern Bypass- “More information on this scheme is available here: http://www.cambridgeshire.gov.uk/info/20051/transport_projects/63/ely_southern_bypass ”
	Updated: LTTS “A142 Junction Improvements: Improvements to the A142/Sir James Black Road junction, <i>Cambridge Business Park</i> ”
	Updated: LTTS Ely Road Highway Improvements: “Fourth arm at the Ely Road/ Kings Avenue roundabout (B1382) to <i>enable access to North Ely development</i> ”
	Updated: LTTS “A14 junction 37 improvements, Newmarket”
	Updated: LTTS “A10 Dualling between A142 Witchford Road and A142 Angel Drove junctions including cycle path to link with cycle bridge <ul style="list-style-type: none"> - <i>Includes improvements to roundabout capacity</i> - <i>Timing will be considered with relation to the Ely Southern Bypass</i>”
Ely: cycling and walking schemes	
	Updated: “A142 Junction Improvements – Improvements to the A142/ Sir James Black Road junction, Cambridge Science Park. “ Relevant source changed to TSEC from the LTTS, as no reference to this scheme could be located in the LTTS.
	Updated: E-7 “Additional cycle parking provision” Removed: Additional stands in the Cloisters area and other locations as stands in the Cloisters have been implemented.
	Removed:

	"Shared use footway/ cycleway on the Eastern side of Lisle Lane from Prickwillow Road to Cresswells Lane" – This scheme was implemented May 2016 (TIP: 466)
	Updated: E-11 "Cycle / pedestrian underpass associated with Ely Southern Bypass... <i>(Ely – Stuntney section to be delivered alongside the Ely Southern Bypass)</i>
	New scheme added: E-12 "Cycle access from Ely North development to Ely City Centre. Further information on the proposed pedestrian and cycle infrastructure to be implemented as part of the development is available on the East Cambridgeshire Planning Portal. "
	New scheme added: E-13 "Crossing on Cambridge Road"
	New scheme added: E-15 "Cycle/ pedestrian access improvement through Paradise recreation ground"
	New scheme added: E-14 "Cycle improvement: Improve cycling conditions on Gallery Street and Silver Street. Potentially remove cobbled speed bumps."
	New scheme added: E-16 "Investigation into cycleway improvements in the vicinity of the train station and Tesco."
	New scheme added: E-17 "Investigate options for improving pedestrian and cyclist access to Ely Station."
	Merged and New Schemes: E-18 "Improvements to pedestrian and cycle access to Lancaster Way Business Park: <ul style="list-style-type: none"> • Investigate option of a cycle link along • Lighting of Lancaster Way cycle path to the A10... • Widen the shared pedestrian and cycle route from Lancaster Way into Witchford • Cycle bridge over the A10"
	New scheme added: E-18 "Investigate options to improve the Public Right of Way between Ely and Waterbeach. (Note: No CCC funding available)"
	District Wide Highway Improvements (new section included)
	New scheme added: E-20 "HCV restriction in the diamond area- north of the A14- south east of the A141, south of the A142 and west of the A10.

	<p>Short Term: Traffic will be monitored to get a base line of the number of HCVs in the area.</p> <p>Longer Term: Following completion of the Ely Southern Bypass- further monitoring will be carried out to see how HCVs are using the diamond area and investigations will be carried out into the best way of reducing the impacts of HCVs in the diamond area. This could include HCV restrictions being implemented to help protect villages from the negative impacts of HCVs within the diamond area. It is understood that HCVs using the A1123 have a particular impact on the villages. “</p>
	<p>New Scheme: E-21 A10 North Study - More information is provided in the “Further work to develop the Transport Strategy for East Cambridgeshire” section above.</p>
	<p>New Scheme: E-22 A10 North of Ely Study</p>
	<p>Ely: Highway Improvements</p>
	<p>Updated: LTTS “North Ely Highway Improvements”...A new access road from <i>North Ely development</i> to a new roundabout on the A10. Removed “also included in ‘Major schemes’ see above”</p>
	<p>Updated: E-24 “A10/ Downham Road – safety scheme Investigation required - options could include: Signage near the school <i>Cycle/ Pedestrian underpass as part of leisure centre development</i> Traffic calming”</p>
	<p>New Scheme: E-26 “Investigate implementation of 20mph zones where appropriate – this should be suitable for the adjacent land use, road geometry, user perception, and enforceability (to ensure their effectiveness and safety).”</p>
	<p>Ely: Public Transport Schemes</p>
	<p>Removed: “Park and Ride site in a location south of Stretham” (TIP ref: 475)</p>
	<p>Updated: E-29 “Improved parking, access and interchange facilities at Ely Station. Measures to improve accessibility of the station <i>by all modes</i> and cater for more southbound trips from Ely by rail, reducing pressure on the A10.”</p>
	<p>New scheme: E-30 “Upgrade bus shelter at Prince of Wales Hospital”</p>
	<p>New scheme: E-31 “Investigate bus priority measures in Ely”</p>
	<p>Updated: LTTS</p>

	<p>“Measures to provide reliable and timely bus links to <i>the new</i> Ely North <i>development</i>, including:</p> <p>...</p> <p><i>- Bus priority measures on Brays Lane resulting in closure to non-bus traffic from Market Place. This scheme would be implement to provide a high quality bus service from the Ely North development. This scheme would only be implemented if bus service were to use Brays Lane....”</i></p>
	<p>New scheme: E-28</p> <p>“Investigate installation of Real Time Passenger Information across the district”</p>
	<p>New scheme: E-32</p> <p>“Provision of new coach drop off point as part of the Barton Road Car Park redevelopment.”</p>
	Littleport
	<p>New scheme:</p> <p>“Implementation of 30mph speed reduction on Wisbech Road linked to School development.”</p>
	<p>Updated: E-33</p> <p>“Improve <i>access and</i> parking provision at Litteport Station”</p> <p>Additional car and cycling parking</p> <p>Improve access for all users</p>
	<p>Deleted (since Spokes):</p> <p>“Improved bus service provision:</p> <p>Work with operating companies to secure improved bus services for the town”</p> <p>Considered an operational issue, out of the scope of the TSEC.</p>
	Soham: public transport schemes
	<p>Removed: (TIP ref: 482)</p> <p>“Improved bus service provision:</p> <p>Work with bus operators to secure evening and Sunday services for the Number 12 service.”</p> <p>Considered an operational issue, out of the scope of the TSEC.</p>
	Soham: Cycling and Walking Schemes
	<p>Updated: E-39</p> <p>“<i>Improve</i> Soham Town cycling network”</p>
	<p>Updated: E-40</p> <p>“Cycle route: Soham to Ely... (<i>Ely to Stuntney being delivered as part of the Ely Southern Bypass</i>)”</p>
	<p>Updated: E-42</p> <p>“Cycle route: Soham to Wicken Fen</p> <p>(Options: Off road route connecting to NCN 11) links to Soham to Ely scheme above.</p> <p><i>Consider routeing via Upware”</i></p>
	<p>New scheme: E-43</p>

	"Investigate safety and access improvements onto the Soham Southern Bypass (A142)."
	Barway (New location added)
	New scheme: E-46 "Improvement at Barway/ A142 junction: <ul style="list-style-type: none"> • Installation of a traffic island to prevent overtaking through the right turn lane • 50 mph speed limit between Barway Road and Eye Hill Drove • Investigate option to improve visibility"
	New scheme: E-47 "Improve cycle track surface for route 11 near Barway."
	Bottisham (New location added)
	New scheme: E-49 "Speed reduction measures/ signage on Bottisham High Street"
	Burwell
	New scheme: E-52 "Cycle/ pedestrian path between Burwell and Exning along B1103 Newmarket Road: between B1102 Isaacson Road and The Drift, Exning"
	Dullingham
	New scheme: E-55 "Expansion of the existing car park at Dullingham station"
	New scheme: E-56 "Walking and cycling improvement: Dullingham village to Dullingham station"
	New scheme: E-57 "Street lighting improvements between Dullingham Village and Dullingham Station (Note: No CCC funding is available)."
	Fordham
	New scheme: E-59 "Cycle route improvement: Soham/ Fordham to Newmarket"
	New scheme: E-60 "Investigations into traffic calming: <ul style="list-style-type: none"> • One way system for Sharmans Road to Mildenhall road • Priority for Carter Street at Junction with Sharmans Road and halt at junction before vehicles proceed around the Chequers bend Re-evaluate traffic calming through the village"
	Haddenham
	New Scheme: E-62 "Installation of traffic lights at the top of Haddenham High Street"

	Deleted Scheme: "Investigate measures to reduce HGV traffic through village" This scheme has been superseded by the new district wide scheme – HCV restriction in the diamond area- north of the A14- south east of the A141, south of the A142 and west of the A10. (detailed above)
	Isleham (New location added)
	New Scheme: E-63 "Investigate speed reduction measures throughout village."
	Kennet (New Location added)
	New Investigation: E-64 "Investigate measures to manage through traffic between A14 and A11 linked to development proposals"
	Little Downham
	Update: E-65 Cycling Improvement "Improve bridleway to create cycle route from Little Downham to Ely (investigate opportunities for improvements to NCN 11) <i>or upgrade existing footway along side B1411 to shared use.</i> "
	Little Thetford
	Updated: E-66 "Investigate possible safety and access improvements to the A10/ The Wyches junction" Investigate improvements to the junction to improve the safety of right turning traffic towards Ely."
	Lode
	New scheme:E-71 "Investigate options to improve cyclist accessibility over the river on Lodes Way."
	Mepal
	New Scheme: E-73 "Investigate options for safe crossing of the A142 between Mepal and Sutton, Elean business park, Witcham and Witcham Toll."
	New Scheme: E-74 "Investigate options to improve access from Mepal onto the A142. Potential to lower the speed on approach to the access"
	Reach
	New Scheme: E-77 "Investigation into congestion relief at Stow cum Quay/ A14"
	Stretham
	New scheme:E-80 "Investigate options for a cycle link between Stretham and Soham/ Wicken"
	Sutton
	Updated: E-83 Traffic Management

	"Feasibility assessment of speed reduction options for The Brook, High Street, The America, <i>Church Lane and Pound Lane</i> . "
	Wicken
	New scheme: E-92 "Investigate options to improve the cycle route between Wicken and Waterbeach"
	Wilburton
	New scheme: E-97 "Investigate options to improve the Wilburton/ Twenty Pence Road junction"
	Witchford
	Updated: E-98 "Walking improvement Pedestrian path on Grunty Fen road from Main street <i>Continue 1m surfaced footway at Grunty Fen Road to off Scenes Drove</i> "
	New scheme:E-100 "Investigate suitable locations for dropped kerbs throughout village"
	New scheme: E-101 "Traffic Calming throughout village Investigate traffic calming measures such as using street furniture to reduce width of the road and marking of parking spaces to reduce the speed of the road."