

# **Chatteris Market Town Transport Strategy**

## **Introduction**

The Market Town Transport Strategies form an important part of the Cambridgeshire Local Transport Plan (LTP). This document sets out the main transport schemes that are due to be implemented in the County over a five year period. The Market Town Transport Strategies allow this important document to focus on the local and unique problems faced by the Market Towns.

This Strategy has been formulated in consultation with local stakeholders, members and the public in order to ensure that the schemes it incorporates accurately reflect the needs of the town. These schemes are then implemented over the life time of the Strategy.

The new Strategy for Chatteris provides a programme of schemes to be implemented over the coming years. These schemes have been designed to contribute to the aims of the LTP, to complement and build on existing works in order to gain the best value for money and to encourage economic growth and well-being within the town. As the Market Town Transport Strategy is a part of the LTP it is important that they have the same objectives as this means that progress towards them can be monitored and assessed as part of the LTP reporting process.

The Market Town Transport Strategy for Chatteris will initially form part of the Local Transport Plan 2006-2011. However, from April 2011 it will be incorporated in Cambridgeshire's third Local Transport Plan (LTP3), which is currently being developed. The objectives of the LTP3 therefore form the overarching objectives of this Strategy. These are:

- To contribute to better safety, security & health
- To promote equality of opportunity
- To improve quality of life
- To support economic growth
- To tackle climate change

In pursuing these aims the Strategy should also contribute to the economic prosperity, health and viability of the town and the surrounding villages. It should also improve accessibility to key services such as schools, shops and health care, reducing social exclusion and avoiding the creation of areas of deprivation. This is particularly important in Chatteris due to the rural nature of the town.

## **Background**

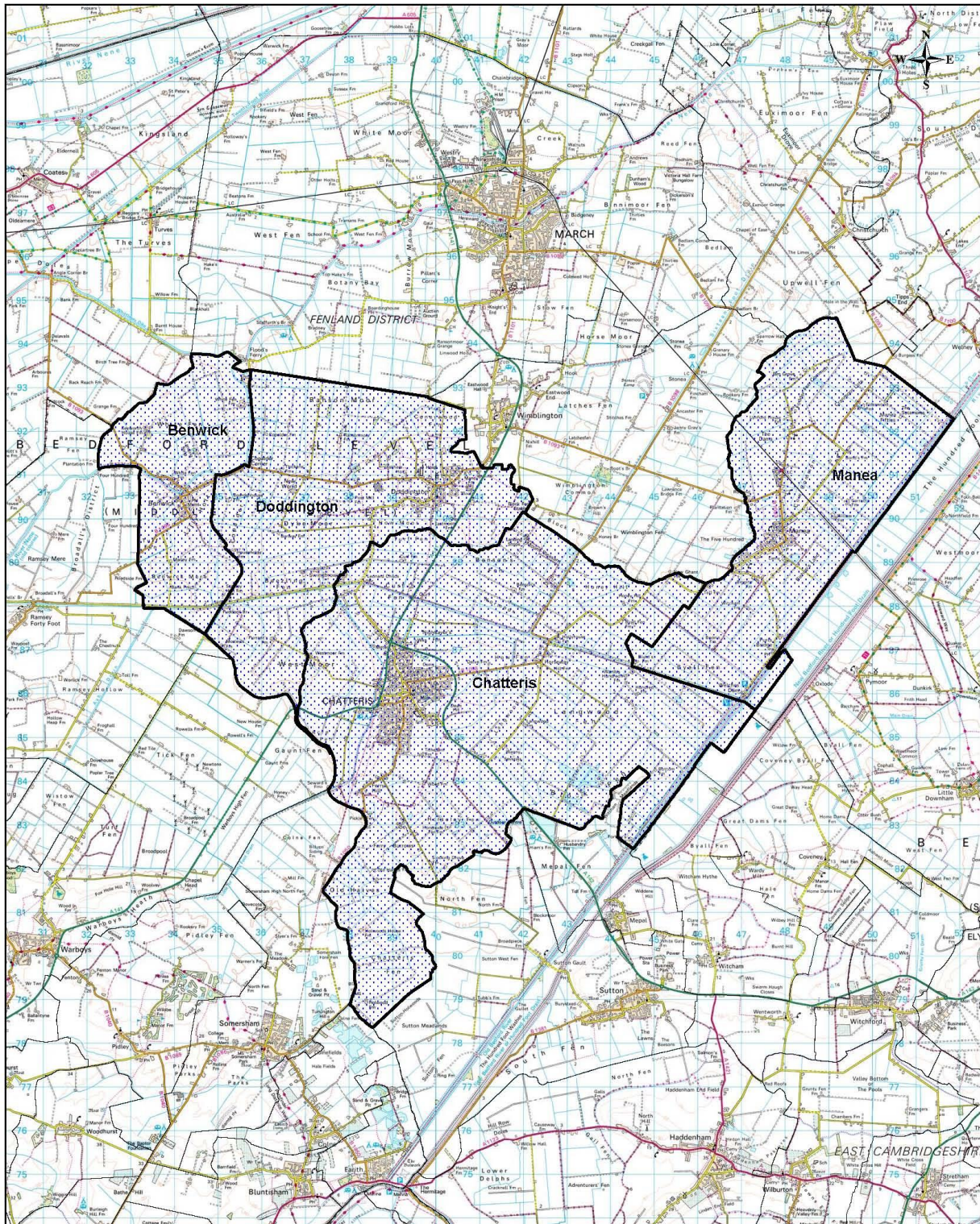
Chatteris is a Fenland town located between Whittlesey, March and Ely to the north of the main service centre of Cambridge. It is an historic town, reputedly Boudica's hiding place as she fled the Romans and it is recorded in the Domesday Book.

This will be the first Market Town Transport Strategy for Chatteris. Towns that already have strategies include Ely, Huntingdon and Godmanchester, St Ives, Wisbech, March and St Neots, with a new strategy also being formulated for Ramsey. These strategies have been found to be very effective in ensuring that local issues are tackled as part of the LTP and that the voices of local residents and stakeholders are heard. These strategies are very local to the town and enable very specific schemes to be delivered.



# Map 1 – The Strategy Area

## Chatteris Market Town Transport Strategy Area



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Date: 29/06/2009  
By: fp444

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## ***The Strategy Area***

Map 1 outlines the area covered by this Strategy. The villages of Manea, Doddington and Benwick are included within the strategy area as they look to Chatteris for services and in the case of Manea may provide rail links for the town. However, as during stakeholder and member consultation most issues raised were focussed on the town, the majority of schemes included in this Strategy will also focus on Chatteris itself.

## ***Data gathering***

As part of the formulation of the Strategy evidence has been gathered on possible problems that Chatteris suffers from and what the solutions to these may be. This was done in a variety of ways, consisting of the following:

- A stakeholder workshop held in December 2008 organised to enable local businesses, Councillors and interest groups to highlight the issues they believe need to be tackled. This also provided the opportunity for these representatives to comment on what solutions may be most suitable.
- A survey was carried out in the town and surrounding villages by mruk research on behalf of Cambridgeshire County and Fenland District Councils. This provided an opportunity both for gathering information on the travel habits of the residents of the area and for respondents to comment on where they thought the problems were and the best solutions to them. The questionnaire was also made available in the Chatteris @ your service shop, the library and on Fenland District Councils website. A separate questionnaire was sent to the fifty largest businesses in and around the town.
- A member steering group was set up at the beginning of the process to ensure there was constant feedback from democratically elected Councillors representing the interests of the residents of Chatteris and the surrounding area. This group has had considerable input into the Strategy.

The information gathered by these means has been used to formulate this Strategy.

The main issues highlighted by this data gathering exercise are set out below.

## ***Travel to, from and around Chatteris***

Chatteris is a relatively small town, bypassed to the East and West by the A142 and the A141. It is therefore well served by the strategic road network, which provides the opportunity for strategic traffic to avoid the town entirely. Though this is beneficial in keeping traffic levels low, it also removes passing trade from the High Street. Despite this, there is a feeling within the town that the levels of HCV traffic are high and that this makes the environment less appealing to cyclists and pedestrians.

Chatteris sees comparatively high levels of walking and cycling, with recent survey work indicating that 7% of residents cycle to work and 20% walk. This is a reflection of the fact that 41% of residents responding to the survey indicated that they work within the town. With 64% walking to local services and 66% of parents indicating that they walk their children to school, Chatteris can be considered one of the more sustainable of the market towns. This may be due to the fact that it is very compact, resulting in many residents living within easy walking distance of local businesses, services and schools. However it must be noted that this survey was based on a comparatively small sample with the majority of respondents being from within the town. Census data and mode share

information from the Network Monitoring Report indicate far lower levels of walking and cycling.<sup>1</sup>

Though the survey also indicated that the majority of residents rated the experience of walking and cycling within the town as good, there are no designated cycle paths and a number of streets lack safe footways. In particular the town centre is not considered to be a pleasant environment for these modes of transport.

Chatteris is served by a number of bus services and is a local transport hub for the area. However, there have been recent changes to the scheduling of services in the area which have caused problems with interchanging with other services to Huntingdon. The most regular service through the town is the X9, running hourly to Wisbech and Cambridge. Other services vary in frequency throughout the day including the 35 to March and St Ives, the X7 to Cambridge which stops twice a day, the 21 to Ramsey and St Ives which stops once a day in the morning and the 32 to Peterborough which stops at irregular times. Timetable information and maps are provided at the bus stops, however it is important that this is kept up to date.

### ***Transport problems to be tackled***

The main issues outlined below were raised during the data gathering process set out above in consultation with members and stakeholders and as such it is hoped that they accurately reflect the current situation in the town. Where possible the schemes proposed later in this document seek to tackle these. They are as follows:

- Lack of a bus station: Chatteris is a local centre and interchange for a number of services however it is felt that the lack of a bus station makes changing between services more difficult and the current location of bus stops causes problems with buses manoeuvring around the town.
- Lack of public transport information: Stakeholders and members have both raised the issue that public transport information can be difficult to access and understand. There is also a lack of awareness regarding the recent service changes. This lack of information is possibly reducing service up take.
- Lack of a direct bus service to Huntingdon: It was raised by members that there is no longer a direct service to Huntingdon and passengers are now required to change at Warboys. This connection can be unreliable which inconveniences those wishing to access facilities in Huntingdon, in particular Hinchbrook Hospital.
- Lack of public transport access to Manea Station from Chatteris.
- Lack of safe cycling routes through the town, particularly to Mepal Outdoor Centre.
- Pedestrian environment in some areas is inadequate, with a need for enhanced footpaths and crossing facilities
- Problems with school run parking on Larham Way creating congestion and road safety problems.

### ***Links with other policies/strategies***

It is important that this Strategy is neither formulated nor implemented in isolation. There are a number of other strategies and activities that must be taken into account, as they will influence the implementation of the Strategy. These include:

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<sup>1</sup> 550 questionnaires were completed by mruk research. This number was chosen as it fulfils the Department for Communities and Local Government's requirements for robust evidence.

- The Cambridgeshire County Council Older People's Strategy: This is a strategy aimed at setting out and tackling the main problems facing the older population in the County. Transport and access to services is one of the areas it seeks to engage with.
- Safer Routes to School: This scheme is run by the County Council and is aimed at helping schools to provide sustainable and safe access to their sites. Schools can apply to take part and are encouraged to produce a school travel plan. Funds can also be made available for the installation for footpaths, cycle ways or other means of access. Once on the scheme a school remains on it for two years.
- The Cambridgeshire Freight Management Strategy: This is being formulated in order to better regulate the flow of freight through the County. One element of the strategy is to limit the amount of freight in residential areas that does not actually need to be there.
- Fenland Transport and Access Group Accessibility Plan: This is being formulated by the Transport and Access Group as part of the Local Strategic Partnership and is aimed at improving access for the whole community in Fenland.
- Fenland District Council's Local Development Framework (LDF) - The emerging LDF will set out proposed development in the Fenland District area for the next 15 years or so. It is likely to include a number of sites in Chatteris which could be developed in the coming years. Potentially the largest of these is to the south-east of the town in the Tythe Barn area which could see considerable residential and business development. Current proposals for the site include a new east–west link road from London Road to the A142, as well as a number of cycle paths, including a link to Mepal Outdoor Centre. It is possible that as sites come forward Section 106 monies from developers, or alternative funding sources may become available to implement schemes included in the Strategy.

## **The Strategy**

This section lays out the programme of proposed schemes that could potentially be implemented over the coming years. They are aimed at either solving or reducing the problems outlined in the previous section. They have also been selected in light of both national and local transport policy. Map 2 below outlines all the schemes that form this Strategy.

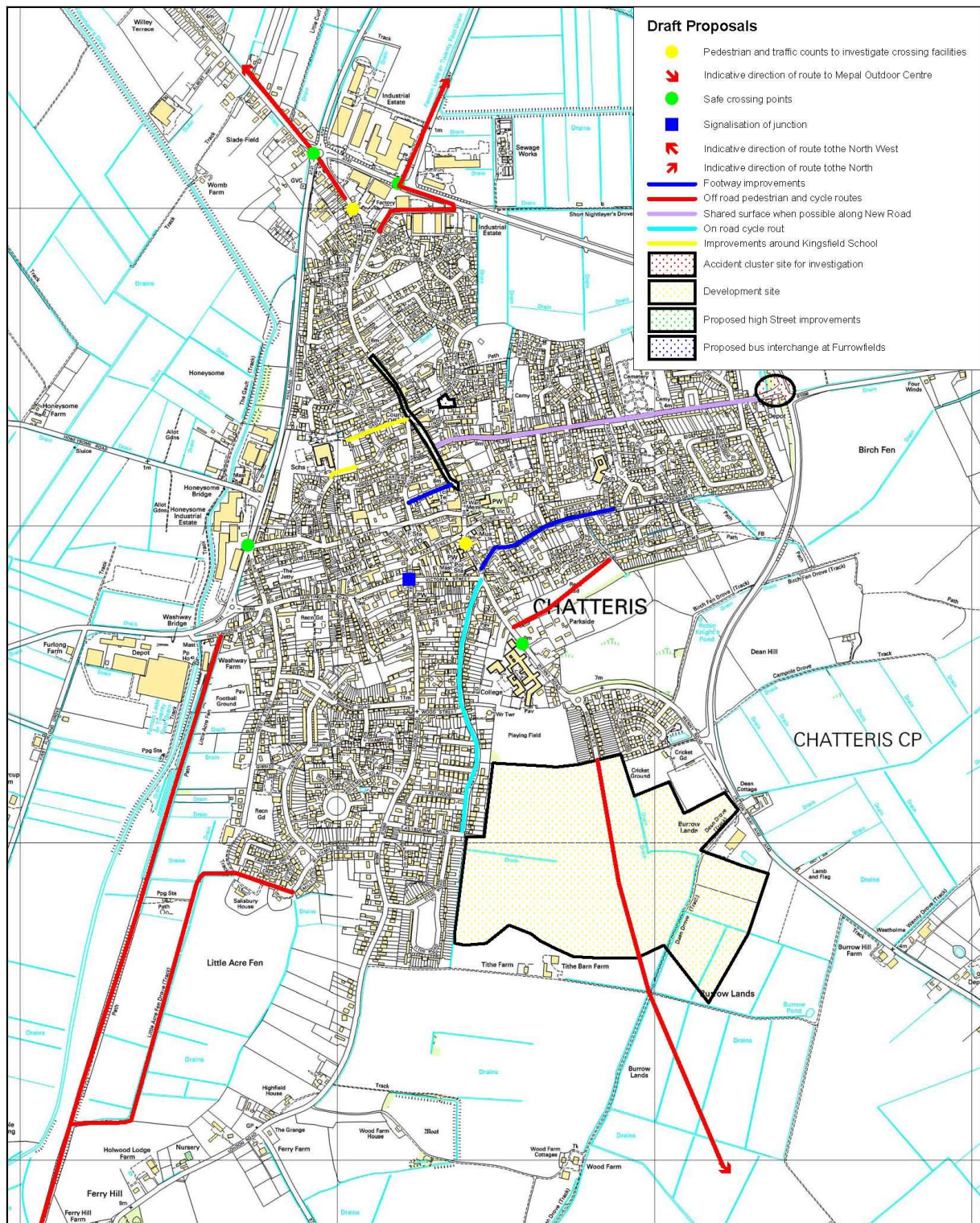
### ***Public Transport***

Access to high quality public transport is known to be hugely beneficial to improving access for those members of society who cannot, for a variety of reasons, access a car. This is particularly acute in rural areas where distances between households and services are often large, making walking and cycling less practical than in urban areas. It is therefore desirable where possible to improve services in these areas, however, this can be challenging.

Stakeholder and member consultation suggests that the main problems with current bus service provision are the lack of a direct service to Huntingdon and hence to Hinchingbrooke Hospital and other facilities, lack of more frequent services, poor provision of service information and the need to centralise bus services. It is not within the scope of this Strategy to provide new bus services or increase frequencies, however it will provide for an ongoing dialogue with bus operators with a view to future improvements through other channels. These may include the Local Strategic Partnership Transport and Access Group. Changes required to services will need to be negotiated with operators through the County Council Passenger Transport section.

## Map 2 –Proposals

### Draft Proposals



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By: fp444

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Though it is not possible for this Strategy to commit to the provision of new services there are elements of public transport service that can be improved as part of it.

It has been stated in consultation with members that the bus service information currently available at the bus stops can be difficult to interpret and hence lead to uncertainty and reduced uptake of the service. Measures such as easy-read timetable information at bus stops and the installation of Real Time Passenger Information (RTPI) can be implemented to help reduce these issues and encourage bus use. RTPI is a system by which information on arrival times of bus services can be provided at bus stops via an electronic sign. Providing this information helps increase confidence in the services and can therefore encourage use.

Publicising the services in Centrepont, the local Town Council magazine, was also suggested by members as a way of raising awareness of the services available and presenting information in an accessible way.

Stakeholder and member consultation has also raised the potential need for a bus interchange within the town. This would serve the purpose of centralising services making interchange easier and providing both layover space and turning space for buses. Both members and stakeholders have suggested the Furrowfields car park could provide a suitable location for this facility, though it would depend on suitable accommodation for loss of parking spaces being made.

It was also suggested by members and raised during public consultation that better public transport links to Manea would be desirable in order to provide better access to the rail station and to better enable Manea residents to access Chatteris. However, as pointed out earlier in this section it is not possible for this Strategy to make provision for new bus services, therefore at the current time no schemes are included to address this issue. However it is acknowledged that there is a need for these links and that the Strategy would support their implementation if the opportunity arises in the future.

Table 1 below outlines the proposed schemes aimed at improving public transport services. It should be understood that all schemes in this Strategy will be subject to further feasibility work before any commitment to implement them can be made.

**Table 1 – Proposed Public Transport Schemes**

| Identified issue                                  | Proposed Scheme  | Impact   | Cost             |
|---|--|--|------------------|
| Lack of easily accessible bus service information | Provision of bus maps and timetables at key locations                | Improved access to services                            | £5,000           |
|   | Installation of RTPI at town centre bus stops                        | Improved confidence in services and greater use levels | £35,000 (approx) |
|   | Provision of easy-read format bus timetable information at bus stops | Increased awareness and access to services             | £5,000           |
|   | Publicity including featuring bus services in Centrepont magazine    | Increased awareness of services                        | £5,000           |



|  |   |  |                             |
|--|---|--|-----------------------------|
| Lack of public transport interchange           | Investigation of a public transport interchange at Furrowfields car park                            | Reduced problems with layover and turning in East Park Street and the provision of a focus for bus services in the town. | £50,000                     |
| Bus stop facilities not of sufficient standard | Rolling program to improve bus stop facilities to be Disability Discrimination Act (DDA) compliant. | Improved access to services for the elderly and disabled.  | Dependent on works required |

The proposed bus interchange would reduce current problems with buses waiting on East Park Street, however, if it does not prove to be deliverable the Strategy acknowledges that other solutions will need to be found to solve this problem. What form these may take is not defined here, but it is noted that further investigation work would need to be carried out in order to find the best alternative solution. Further investigation will also need to be carried out into the possible need to review the positioning of one of the bus stops in the town centre (currently located on the east side of East Park Street) in order to remove the need for buses to travel down Victoria Street. This would be relocated as close as possible to the existing location.

The lack of bus stops on London Road has also been raised as a problem and as such the Strategy proposes to support a review of this situation. If bus stops on London Road would be of benefit to local residents and the bus companies are willing to use them the Strategy will seek to install them.

These proposed schemes would potentially result in improved confidence in bus services and increased awareness of timetables and destinations. Consultation with stakeholders and members indicates that this should result in increased service use and therefore improved accessibility and reduced social exclusion for local residents.

### ***Road Safety***

Road safety is an important issue in all areas, however small rural towns such as Chatteris often have different problems to larger towns or extended urban areas. Modes such as cycling and walking are often proportionately more dangerous as rural roads linking villages are frequently fast and narrow, often lacking lighting and footpaths. This can discourage use of sustainable transport and contribute to higher levels of car use.

A general feeling of poor safety can also result in increased social exclusion, particularly of the very young and the older community, as other “safer” modes may not be available to them. This results in making fewer trips and accessing services less frequently. This can be a particular issue with health care.

Improving road safety would therefore enhance the quality of life of some of the most vulnerable members of the community, whilst also contributing to meeting the Local Transport Plan targets to improve accessibility and reduce road casualties.

### ***Urban***

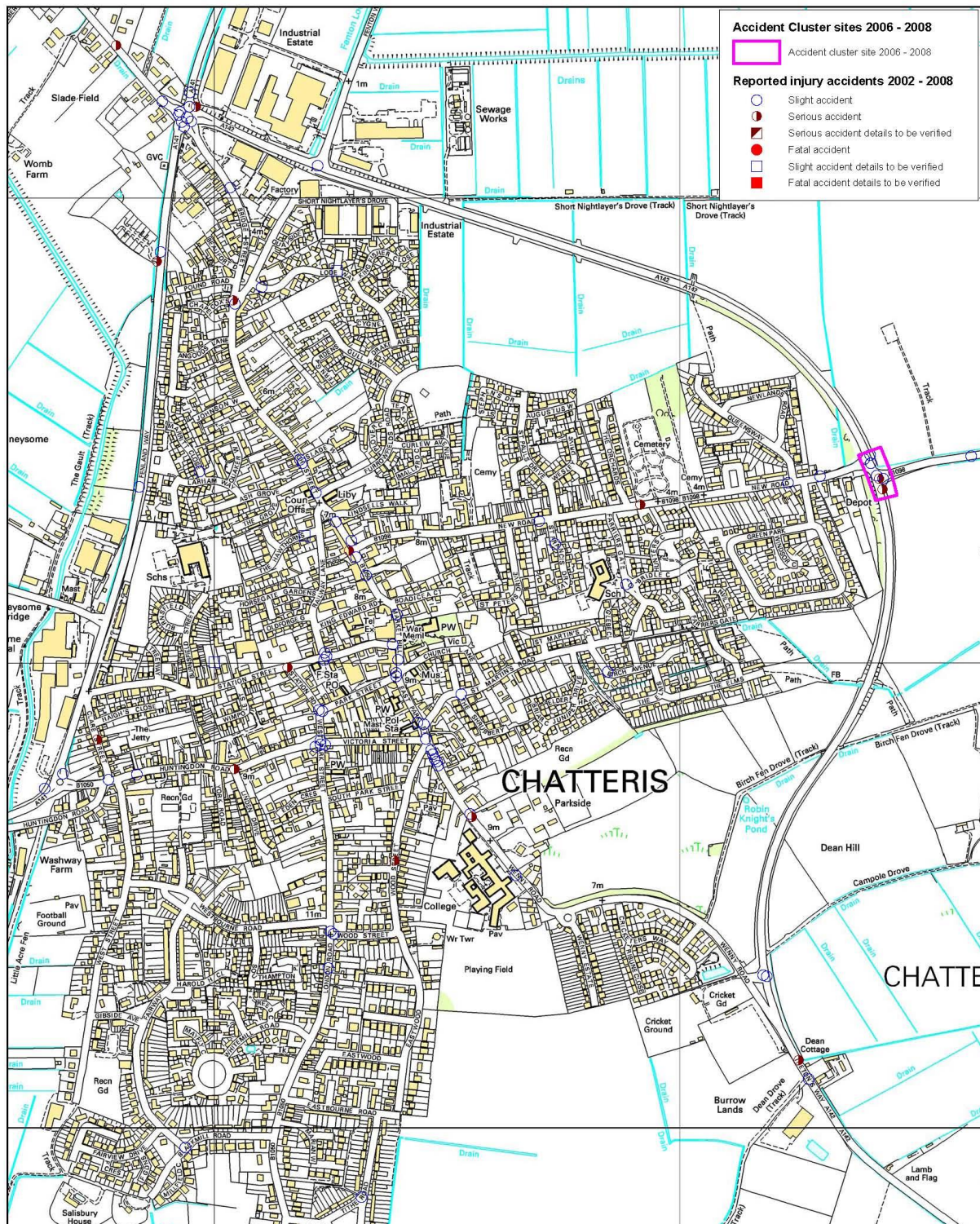
Chatteris does not suffer from unusually high accident rates and the vast majority of accidents that take place within the town are slight. There is currently only one accident cluster site within Chatteris and that is at the junction of New Road with the A142. This can



be seen in Map 4 below. An accident cluster site is defined as a site at which 5 or more reported injury accidents have occurred in five years if the site is a junction. The current cluster sites have been assigned based on data collected from 2006 – 2008 and thus are not the same as the ones assigned in previous years. As this data has just been issued (June 2009) the County Council Road Safety Engineering team has not yet done an assessment of the site. However over 200 sites are assessed every year with priority given to those sites with the most severe problems.

## Map 3 – Road accidents and cluster sites within Chatteris

### Traffic Accidents in Chatteris



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By: fp444

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It should be noted that this cluster site falls on a strategic route around the town where traffic speeds are higher than within the town itself. However, it also provides access to the town centre and is therefore of relevance to the urban area. Without further investigation it cannot be known what the best solution for this site would be, however once such investigation has been carried out this Strategy proposes to support any work that is needed.

Map 3 also demonstrates, using data from the last six years (2002 – 2008), that there have been no fatalities in the town. Though there may have been more serious accidents after the cut off point for this data, this indicates that in general traffic accidents in the town tend to be slight. This is possibly due to lower traffic speeds through the town.

Most schemes suggested by members and stakeholders have focussed on the town itself. One issue that has been raised is the traffic and road safety problems associated with parents dropping off children at Kingsfield School via Larham Way. This results in high traffic levels in the area and poses a risk to children entering and leaving the school. It has been suggested that the best solution to this may be to encourage parents to park in the Furrowfields car park and walk their children to the school using the existing pedestrian crossings and footpath. There are also similar problems on Burnsfield Street with parking at times completely blocking access and creating an obstruction for emergency vehicles.

It is possible that the best way of dealing with these problems would be the implementation of a school travel plan through the Safer Routes to School scheme, however as yet the school has not chosen to join this initiative. Other options for resolving this issue are limited due to the lack of safe access points to the school elsewhere. It would however be possible to improve the current footpath to the school with the aim of encouraging parents to park elsewhere and use the path to access the school. It may also be possible to create a cycle and pedestrian link through from the Hawthorns to Burnsfield Street to improve both access to the school and cycle and pedestrian links through the town.

As it stands the path is secluded and unlit, posing both a safety problem for children and a focus for anti-social behaviour. Lighting could be installed to help encourage use in the winter. Do we need to reflect that discussions with the school are needed?

There are also other areas of the town that suffer from poor street lighting, particularly Wood Street, Railway Lane and King Edward Road. Poor street lighting discourages pedestrians and cyclists as it increases the feeling of vulnerability to crime that these modes can be associated with. The Strategy therefore proposes to improve the lighting on these three streets, with a view to improvements in other areas as and when the funding becomes available and a need is highlighted.

### *The High Street*

The High Street has been highlighted by stakeholders and members as being unpleasant for pedestrians and cyclists. In many places the pavement is narrow with parking on both sides of the road. Recent survey work indicated that the High Street is problematic for cyclists, pedestrians and motorists, creating a high potential for schemes that might improve this area.

The last set of improvements to the High Street were installed roughly 20 years ago and are therefore possibly in need of augmentation to reflect current aspirations to create a high quality, safe and attractive environment. The following actions are therefore proposed as part of this Strategy with the aim of making the High Street a better environment for all:

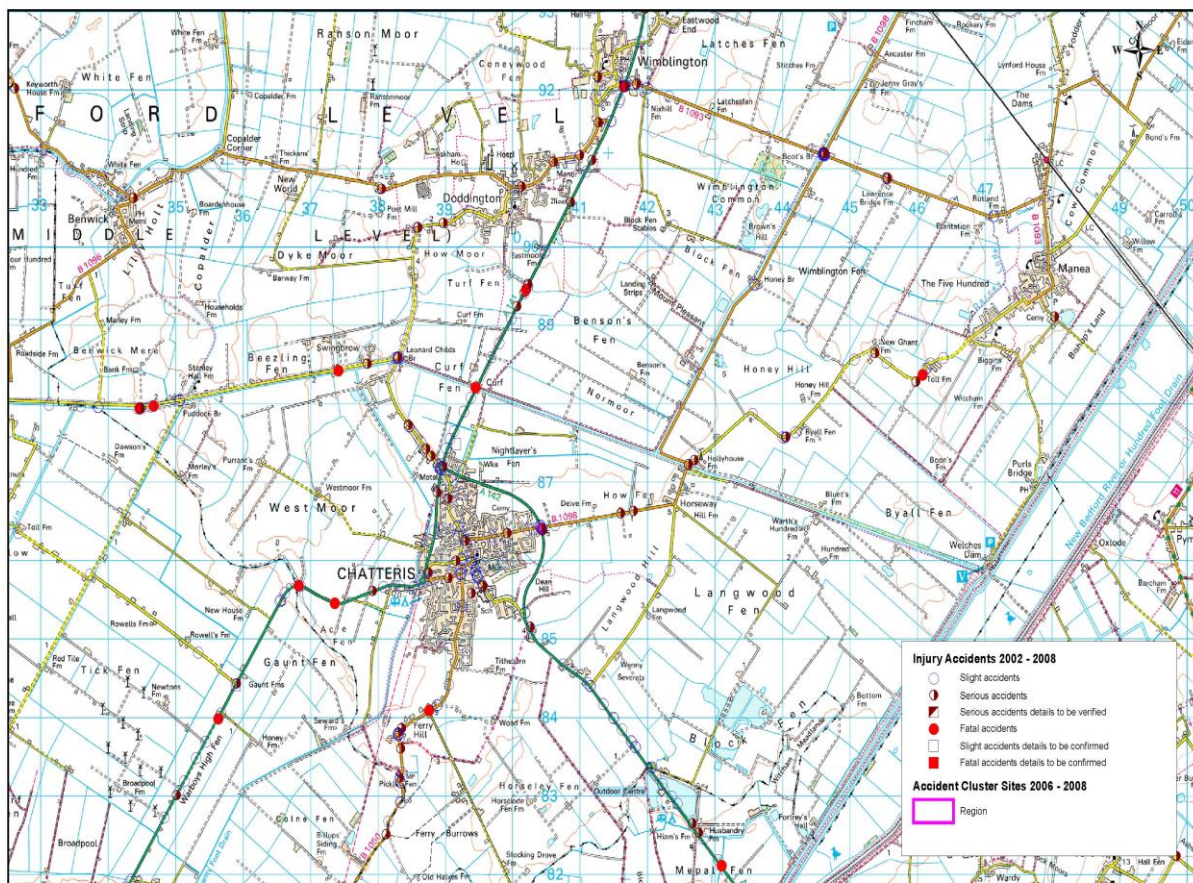


- In some areas pavements could be widened to improve the environment for pedestrians, particularly for people with disabilities or those with push chairs. Specific locations will need further investigation in order to assess practicality and benefits.
- Review of the apportionment of parking allocations on the High Street to reflect local need.
- A number of additional and improved pedestrian crossings may be provided.
- Review of the streetscape to examine where further improvements might be made that would enhance the environment. This would require further investigation with an acknowledgment that this Strategy is an iterative document, and hence schemes arising as part of this investigation may be included at a later date.

It must be noted that all these elements are dependent on feasibility work. This will be carried out before any schemes are installed and will indicate whether it is practical to do so.

## Map 4 – Road Accidents and Cluster Sites around Chatteris

Traffic Accidents Around Chatteris



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### Safety issues in the surrounding rural area

Conversely, the rural roads around the town see comparatively high levels of serious and fatal accidents, as demonstrated in Map 4 below. This is probably a result of the higher speeds that can be achieved on these roads.

It may therefore be desirable for the Market Town Transport Strategy to include measures to help reduce the accident rates on the rural roads. As part of the Strategy it is proposed that a review of the signing in the locality is carried out on the roads surrounding the villages within the strategy area (as defined by Map1) with a view to improving safety on these roads.

It should be noted that the Ramsey Forty Foot to Chatteris scheme involving the installation of average speed cameras does not form part of this Strategy.

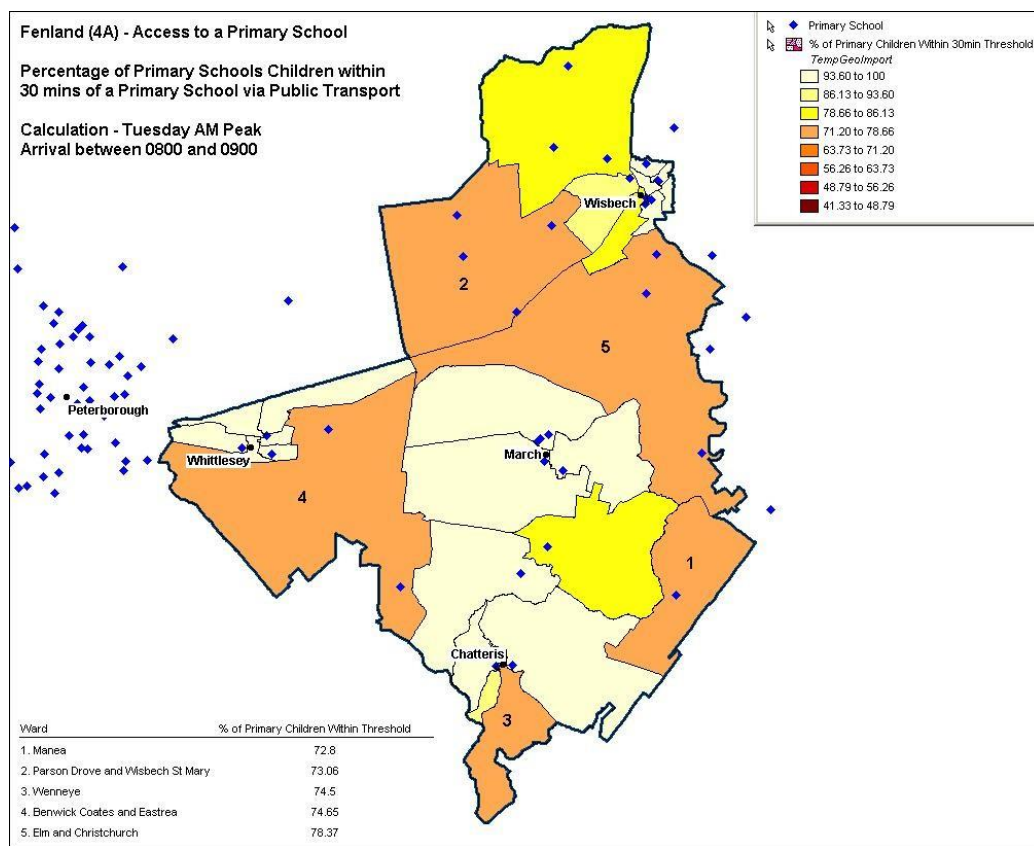
Table 2 below outlines the proposed road safety schemes.

**Table 2 – Proposed Road Safety Schemes**

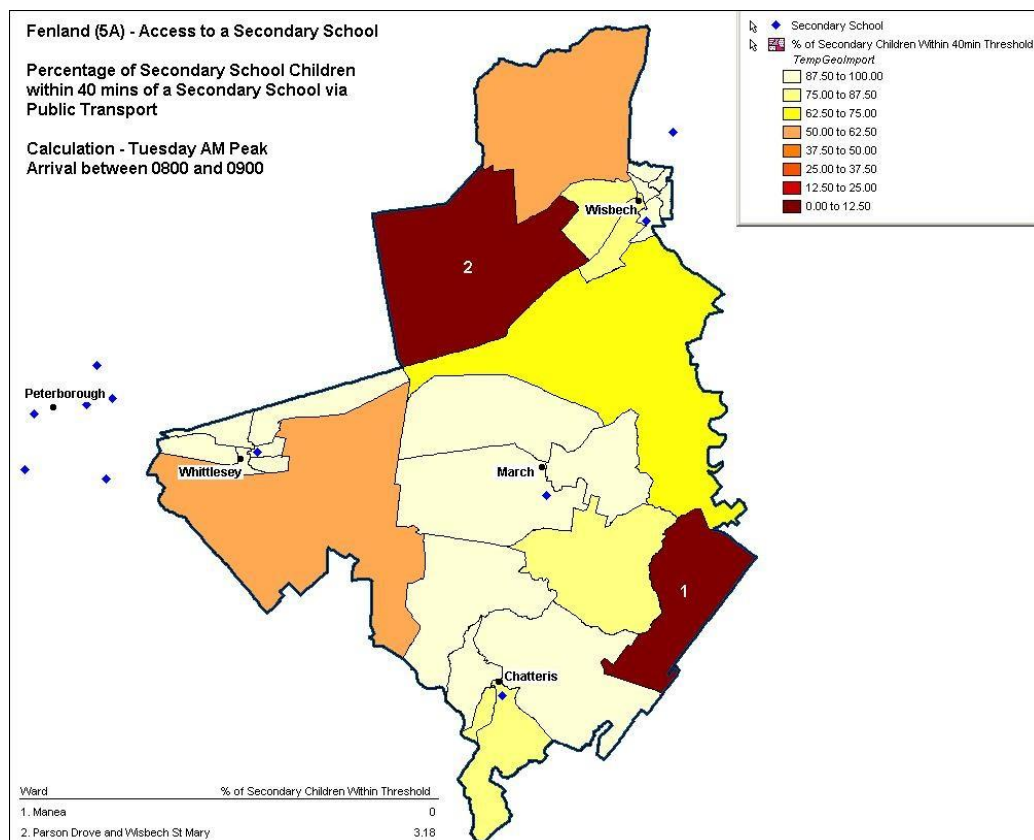
| Identified issue  | Proposed Scheme  | Impact   | Cost                            |
|---|--|--|---------------------------------|
| Accessing Kingsfield School by car leading to congestion and road safety problems | In discussion with the school, investigate lighting and otherwise improving the footpath linking the school with the High Street               | Increased use of the path and reduced need to access the school by car                           | Officer time in first instance  |
|   | Encourage Kingsfield School to take part in the Safer Routes to School initiative in liaison with the school and the County Council SRTS team. | School travel plan providing alternatives to car use and hence reducing problems with congestion | Officer time                    |
| Poor environment on the High Street   | High street review and improvements  | Improved pedestrian safety and a better environment for all users                                | Dependent on works required     |
| Accident cluster site at A142 junction with New Road                              | Investigation of the accident cluster site with a view to defining schemes that may reduce accident rates in the area.                         | Improved road safety and reduced accident rates  | Add cost of investigatory works |
| Poor street lighting  | Implemented improved lighting on Wood Street, Railway Lane and King Edward Road.   | Improved safety for pedestrians and cyclists.  | Waiting for info                |
| Fatalities on rural roads   | Review of signing within the strategy area   | Improved awareness of hazards and reduced accident rates   | Waiting for info                |

## Safer Routes to Schools

### Map 5 – Access to primary schools in Fenland



### Map 6 – Access to secondary schools in Fenland





As can be seen in Maps 5 and 6, Chatteris benefits from a good level of access to both primary and secondary schools. It does not fall within the deprived wards or those areas which suffer reduced access to secondary education due to large distances. The exception to this is the village of Manea which lies in a zone where it takes the majority of secondary school pupils more than 40 minutes to get to school. This is due to the fact that Manea has poor public transport links with the town. Pupils who fall under this threshold are entitled to help to access the school under the Home to School Transport Strategy, via either free or subsidised travel.

The main problems concerning access to schools in Chatteris are focussed on parking and safety. As mentioned above there are serious concerns regarding Kingsfield School and access via Larham Way. Though this Strategy will seek where possible to reduce these problems, it is probable that a number of the concerns raised would be best dealt with as part of the Safer Routes to School project, which is able to dedicate funds to schemes aimed at improving access to schools and providing safe routes. Therefore, where possible this Strategy proposes to support the Safer Routes to School Team in encouraging the Chatteris schools to take part. It will also support where possible the Home to School Transport Strategy.

### ***Walking and Cycling***

Increasing the modal share of both cycling and walking is one of the six aims of the Local Transport Plan and hence forms an important part of this Strategy. As well as contributing to a number of LTP targets, increased use of these modes also aids the progress of the health agenda and helps reduce congestion on the road network. They are also non-income dependent and so help reduce the isolation and social exclusion which can be a problem for the young, elderly and those on low incomes.

They are however subject to concerns of personal safety with regards to road accidents and crime. Even in areas of low crime, there is still a strong perception that these activities are more dangerous than car use.

#### **Walking**

According to the Network Monitoring Report 2008 pedestrians constitute 14% of trips within the town. Compared with other market towns this is high and reflects the fact that Chatteris is very compact, with those who live within the town itself mostly being in easy walking distance of town centre services. The survey carried out by Fenland District Council also indicated a high level of walking.

The survey also indicated that the majority of respondents rated the experience of walking in Chatteris as good. However, a number of issues were also raised regarding the existing facilities. The problems raised by the most respondents centred on the following:

- Lack of footpaths in some areas
- The High Street
- Crossing facilities.

There are a number of streets in the town that currently do not have footways or suffer from poor facilities. It is proposed that the Strategy incorporates the installation of footways on King Edwards Road and St Martins Road. On these two roads it is likely that improvement could practically be made that would benefit pedestrians accessing the town centre. As a lower priority the Strategy also proposes that the footway on Prospect Way is

improved, should the funding become available through development. This area is an industrial park and does not see as much traffic as other areas of the town, therefore investment here will not yield as much benefit for the residents of Chatteris as investment made closer to the town centre.

Crossing facilities are important both within the town and on the bypasses. There are several sites on the main roads where providing safe crossing facilities would enhance the opportunity for workers to access areas of employment in the industrial sites by sustainable means. These are on Fenland Way accessing the Honeysome Industrial Estate, at the roundabout at the junction of the A141 and the A142 to the north of the town and on the A142 accessing the industrial estate to the north. All of these would be subject to feasibility work being carried out to assess how practical it would be to install safe crossing facilities and how much it would cost to do so.

Within the town the Strategy proposes to fund pedestrian and traffic counts on Bridge Street (near the Co-op site) and at the Park Street/East Park Street Junction to assess the possibility of installing crossing facilities in these areas. It also proposes the installation of a pedestrian island on Wenny Road in order to improve safety for pedestrians crossing the road particularly at busy times. The location of the school on this road means that there are many pedestrians in the area at certain times of day.

If funding were to become available it may also be desirable to investigate the signalisation of the West Park Street/Huntingdon Road/Victoria Road junction in order to improve safety for pedestrians negotiating the junction. This however is likely to be a very expensive scheme and would therefore be dependent on funding becoming available from sources other than the Market Town Transport Strategy budget.

The lack of pedestrian crossings was also raised as an issue on the High Street, and as mentioned earlier improving the crossing facilities in this area will be investigated as part of the road safety improvements proposed by this Strategy.

### Cycling

The Network Monitoring Report for 2008 indicates that cycle trips make up roughly 2% of town centre traffic, which is comparable with other market towns in the county. Although many respondents to the recent survey indicated that they cycle regularly.

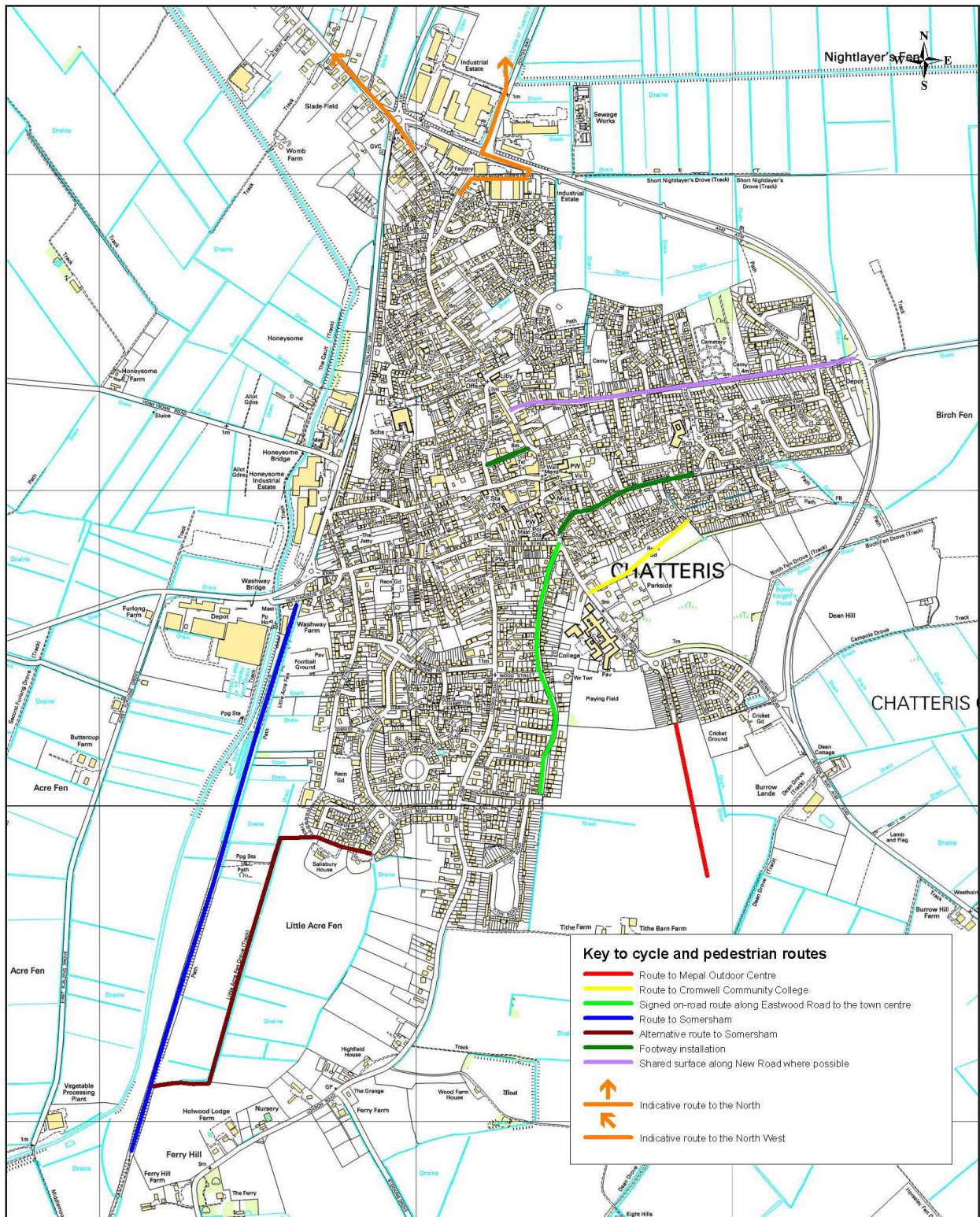
Current provision for cyclists in the town is limited, with very few off-road paths or secure bike parking facilities.

The survey indicated that the most popular means of encouraging cycling would be to provide more paths away from the traffic. This is also in line with input from stakeholders and members. The advantages presented by both the topography and size of the town should enable an increase in modal share of sustainable transport to be achieved.

A number of routes have been suggested by members, stakeholders and survey respondents. These ideas have been taken forward in this Strategy where possible. In some areas it is not practical to install cycle facilities, for example on London Road which is currently the only way freight can access the town.

## Map 7 – Cycle and Pedestrian Routes

### Cycle and Pedestrian Routes



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The most frequently cited path of those suggested was a safe cycle and pedestrian route to the Mepal Outdoor Centre. The routing of this path would depend heavily on whether the proposed development at Tythe Barn takes place. Current plans for the development include a network of cycle and pedestrian paths linking into the town and travelling down towards Mepal. However if the development does not take place, the exact route may be different.

A path along the old railway bed out towards Somersham was also suggested. This is currently used as a bridleway and could potentially also be used by cyclists, however there are some concerns that in making it accessible for cyclists the path would also become open to abuse by motorcyclists. If this path is implemented ways of discouraging this will need to be installed. There is a potential alternative route to the current path which runs parallel to the East along an existing footpath linking with Blackmill Road. This then links with the path to Somersham further south.

This, along with a number of other paths, is demonstrated in Map 7, which shows the proposed cycle and pedestrian routes. It should be noted that the proposed shared surface path along New Road indicated on the map is investigatory only, as space restrictions may mean it is impossible to implement. The Strategy therefore proposes to investigate the provision of this possible link.

Table 3 below outlines the proposed schemes for improving pedestrian and cycle facilities. Again, all these schemes are dependent on feasibility work.

**Table 3 – Proposed pedestrian and cycle schemes**

| Identified Issue                      | Proposed Scheme  | Impact  | Cost             |
|---------------------------------------|--|---|------------------|
| No safe route to Mepal Outdoor centre | Off road cycle / pedestrian path linking the south of Chatteris to Mepal Outdoor centre  | Improved safety and access to facilities                  | £1.1 M +         |
| Lack of safe cycle routes             | Link to the south to Somersham along the old railway bed   | Provision of a leisure route and link to the village      | Waiting for info |
|                                       | Link to the north of the town providing access to the industrial area north of the ring road and travelling out towards Doddington. This includes a safe crossing over the A142 onto Dock Road | Safe route to areas of employment                         | £1M +            |
|                                       | Off road route linking Cromwell Community College to The Elms across the recreation ground   | Safe route to Community College from the east of the town | £300,000         |
|                                       | Signed on-road cycle route along Eastwood Street to the town centre and High Street avoiding London Road   | Safe route into the town centre for cycles                | £100,000         |
|                                       | Investigation into providing cycle facilities in the New Road area of the town   | Improved safety for cyclists in this area                 | Officer time     |

| Identified Issue  | Proposed Scheme   | Impact  | Cost             |
|---|---|---|------------------|
| Lack of cycle parking facilities  | Provision of Sheffield stands at key locations in the town                                      | Reduce fear of bike theft and encourage cycle use   | £15,000 (approx) |
| Lack of awareness of routes   | Cycle map and promotional material  | Raise awareness and popularity of cycling   | £10,000          |
| Lack of safe crossing over A141   | Provision of safe crossing facilities over the A141 to the West of the town.                    | This will provide pedestrian access to the industrial areas to the West, potentially to be expanded under the Fenland LDF | £1M +            |
| Lack of Footway on King Edward Road   | Install improved footway  | Improved pedestrian access  | £50,000          |
| Poor footway provision on St Martins Road   | Install improved footway  | Improved pedestrian access  | £50,000          |
| Lack of safe crossing point on Wenny Road   | Install a pedestrian island   | Improved pedestrian safety and access to the school   | £100,000         |
| Poor footway on Prospect Way  | Provide a continuous footpath   | Improved pedestrian access to the industrial estate   | £500,000         |
| Poor pedestrian safety at Park Street/East Park Street junction                   | Fund pedestrian and traffic counts with a view to installing safe crossing facilities if needed | Improved pedestrian safety  | £6,000           |
| Lack of crossing point on Bridge Street near the Co-op                            | Fund pedestrian and traffic counts with a view to installing safe crossing facilities if needed | Improved pedestrian safety  | £6,000           |
| Poor pedestrian safety at West Park Street/Huntingdon Road/Victoria Road junction | Signalisation of the junction should funding become available from other sources                | Improved pedestrian safety  | £750,000         |

### **Lorry management**

Freight makes up roughly 2% of traffic within the town, however there is a perceived problem with HCVs (heavy commercial vehicles) travelling through Chatteris for purposes other than delivery. The scale of this problem is yet to be determined, however it may be useful to assess the extent of this problem while also supporting the improved signage element of the Freight Management Strategy in order to reduce the possibility of HCVs entering the town for purposes other than delivery.

There is an existing 7.5 ton weight limit in the town, however this does not preclude freight entering the urban area in order to deliver, neither is it applicable to agricultural vehicles. Enforcement of the ban is the responsibility of the police and trading standards.

The industrial estate at Dock Road is currently included in the area of the weight restriction. This is not ideal and it may be desirable to carry out a review of the weight limit in order to rectify the situation.

A problem has also been highlighted in Benwick with HCVs travelling through the village. Though it may be desirable to re-route HCV traffic away from the village there are very limited options for doing this without adversely impacting other settlements. It is therefore noted here that though there is nothing that can be done currently to relieve this problem, if options become available in the future the Strategy would support them.

### ***Parking***

Parking is currently provided in two car parks both of which are currently not charged, with considerable amounts of parking also available on street. Survey work has revealed that motorists also park in various private car parks including the Conservative Club and Somerfield.

On street parking on the High Street can create a hazard for cyclists and pedestrians and narrows the carriageway considerably. There are no current plans to remove parking bays from the High Street. This may be beneficial in keeping traffic speeds low. Furrowfields car park is currently not used to its full potential, however, if the proposed bus interchange goes ahead extra parking may need to be found elsewhere.

It may be difficult to include parking measures as part of the Strategy due to the continuing alterations to parking enforcement throughout the County, however where possible the Strategy will support existing strategies and provide a policy basis for future improvement.

## **Implementing the Strategy**

### ***Prioritisation***

Table 4 below sets out the phases of implementation for the Strategy, it has been formulated with reference to the results of the public consultation, during which respondents to the survey were asked to prioritise the schemes. This reflects the priority to deliver the schemes. However, developer funding may bring forward schemes lower down the priority list.

### ***Funding***

The funding for this programme included in the Strategy will come from a variety of sources. These include the Local Transport Plan, developer contributions and other sources arising during the course of the Strategy. The pace at which the Strategy can be delivered will depend on the availability of funding. By providing a clear statement of the schemes for which there is public support in the town, this Strategy aims to provide a sound policy basis for securing a wide range of funding sources.

The Strategy sets out what we aspire to achieve for Chatteris. However, implementation will depend upon funding availability from a number of sources and for this reason the programme is stated in phases rather than having specific timescales attached to individual schemes. Although this Strategy has a five year lifespan, some of the schemes within it will look to the longer term for delivery.



**Table 4 – Implementation Phases**

| Phase          | Programme        | Scheme   | Cost                               |
|----------------|------------------|--|------------------------------------|
| 1              | Public transport | Provision of bus maps, easy-read timetables and publicity  | £15,000                            |
|                | Walking          | Footway improvement on King Edward Road  | £50,000                            |
|                |                  | Footway improvement on St Martins Road   | £50,000                            |
|                | Cycling          | Signed on-road cycle route along Eastwood to the town centre and High Street avoiding London Road  | £100,000                           |
|                |                  | Provision of sheffield stands  | £15,000 (est.)                     |
|                | Road safety      | Improved lighting on Wood Street.  | Waiting for info                   |
|                |                  | Investigation of feasibility of improvements to the footpath to Kingsfield School  | Officer time                       |
| Total Phase 1  |                  |  | £215,000 +                         |
| 2              | Public Transport | Provision of RTP1  | £35,000                            |
|                |                  | Furrowfields bus interchange   | £50,000                            |
|                | Walking          | Crossing over A141   | £1M                                |
|                | Cycling          | Investigation of cycle facilities in New Road area   | Officer time                       |
|                | Road safety      | Pedestrian Island on Wenny Road  | £100,000                           |
|                |                  | Improved lighting on Railway Lane  | Waiting for info                   |
|                | Total Phase 2    |  |                                    |
| 3              | Public Transport | Bus stop improvements  | Dependent on works required        |
|                | Road safety      | Improved lighting on King Edward Road  | Waiting for info                   |
|                |                  | High Street review and improvements  | Dependent on improvements required |
|                | Cycling          | Off road cycle and pedestrian path linking the South of Chatteris to the Mepal Outdoor centre  | £1.1M                              |
|                |                  | Off road route linking Cromwell Community College to The Elms across the recreation ground   | £300,000                           |
|                | Total Phase 3    |  |                                    |
| 4              | Walking          | Pedestrian and traffic counts at Park Street/East Park Street junction   | £6,000                             |
|                |                  | Pedestrian and traffic counts on Bridge Street near the Co-op  | £6,000                             |
|                |                  | Signalisation of the junction at West Park Street/Huntingdon Road/Victoria Road junction   | £750,000                           |
|                | Cycling          | Link to the south to Somersham along the old railway bed   | Waiting for info                   |
|                | Road Safety      | Review of signing on the rural road networks   | Waiting for info                   |
|                | Total Phase 4    |  |                                    |
| 5              | Walking          | Provide a continuous footpath on prospect way  | £500,000                           |
|                | Cycling          | Link to the north of the town providing access to the industrial area north of the ring road and travelling out towards Doddington. This includes a safe crossing over the A142 onto Dock Road | £1M                                |
|                |                  | Cycle map and promotional material   | £10,000                            |
|                | Total Phase 5    |  |                                    |
| Strategy total |                  |  | £5,037,000+                        |

## ***Targets***

The schemes within this Strategy will contribute towards Local Transport Plan targets to reduce congestion, improve air quality, reduce transport emissions and increase bus patronage and levels of walking and cycling.

## **Future Development of the Strategy**

The Strategy covers the five year period from 2010 – 2016. During this time it is likely that the Strategy will be reviewed and evolve to reflect the changing pressures on the town, particularly with regard to the implementation of Fenland District Council's emerging Local Development Framework.

## **Conclusions**

The MTTS should provide a range of benefits to Chatteris, including:

- Improved safety for pedestrians and cyclists
- Improved accessibility to services
- Improved access to bus services
- A clear program of transport enhancements to 2016

The Strategy reflects the concerns raised through the consultation process and gives a clear indication of the transport measures that need to be introduced to Chatteris up to 2016 and provides some indication of needs beyond this time. The measures in the Strategy should help to ensure that Chatteris remains a pleasant place to live, work and visit.