

## Appendix A Transport Strategy for East Cambridgeshire 2016

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**Final Draft**

**Transport Strategy and High Level Programme**

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## Executive summary

This document provides the strategy basis for transport measures in East Cambridgeshire along with an action plan of specific transport schemes. The strategy provides the context to housing and employment growth planned for East Cambridgeshire and goes on to develop objectives and policies which provide the framework for the development of an action plan of schemes. The document also provides information on the funding of the transport schemes within the action plan. The Strategy covers the period 2016-2031 and aligns with the timescales of the Cambridgeshire Local Transport Plan.

The strategy has been developed in partnership with East Cambridgeshire District Council and councillors from Cambridgeshire County Council and East Cambridgeshire District Council. A scoping consultation was carried out in the summer of 2014 which helped provide focus for the drafting of the strategy. In the summer of 2015 input regarding specific schemes was gained through attending a Parish Council Forum.

A draft strategy was produced and approved for public consultation by the Economy and Environment Committee at the County Council on the 3 December 2015. Following this a consultation was carried out in February and March 2016 the result of which have fed into this updated strategy. This strategy is being taken to the Economy and Environment Committee on the 10 November 2016 for consideration for adoption by the County Council.

## Glossary of terms

**Collision:** an accident or driver error which can result in property damage and impact on health.

**Community transport:** transport options for people who have difficulty using conventional public transport.

**Cycling infrastructure:** shared use/ segregated cycle paths, cycle lanes

**HGV:** Heavy Goods Vehicle

**JSNA:** Joint Strategic Needs Assessment

**LTP3:** Third Local Transport Plan

**LTTS:** Long Term Transport Strategy

**PROW:** Public Rights of Way

**TDP:** Transport Delivery Plan

**Walking infrastructure:** footways/ walkways, pedestrian crossings, dropped kerbs etc.

# 1. Introduction

East Cambridgeshire is a mainly rural district located to the north-east of Cambridge. The district covers an area of 655km<sup>2</sup> and has a population of almost 81,000. There are three main settlements including the city of Ely and the market towns of Littleport and Soham. Approximately 45% of the district's population live in these settlements with the rest spread between approximately 50 villages.

The district benefits from an attractive rural environment, containing a variety of special landscape, natural and built heritage features. In a 2014 survey, East Cambridgeshire was ranked in the top 40 districts in the UK for quality of life<sup>1</sup>. In recent years, East Cambridgeshire has experienced considerable population and housing growth due to its location within a growth area, owing largely to the success of the Cambridge economy. In turn there are high levels of out-commuting to jobs in the Cambridge area despite an increase in vacancies locally. While the pace of growth has slowed, the district remains the fastest growing in Cambridgeshire.

East Cambridgeshire District Council adopted its Local Plan in April 2015<sup>2</sup>. The plan sets out the expected number of new jobs and homes for the area. This document should be read alongside the Local Plan to appreciate the full context of the strategy. The Local Plan has a target of delivering 11,500 dwellings and 9,200 additional jobs in the local plan period which runs to 2031. At a full council meeting in July 2015<sup>3</sup> East Cambridgeshire District Council took the decision to review the Local Plan, the reasons for the review and timescales are given in more detail in the Land use Planning and the Growth Agenda section of this document.

The purpose of this transport strategy is to:

- Provide a detailed policy framework and programme of transport schemes for the area, addressing current problems and consistent with the policies of the Third Cambridgeshire Local Transport Plan 2011-31 (LTP3).
- Support the East Cambridgeshire Local Plan, and take account of committed and predicted levels of growth, detailing the transport infrastructure and services necessary to deliver this growth.

This strategy is intended to provide the local context of Cambridgeshire's Local Transport Plan and has been developed to cover the period 2016-2031 until the next review of the Local Transport Plan. The Action Plan included at the end of this document will remain a 'live' document and will be updated when required.

While the strategy covers the district of East Cambridgeshire it also considers the transport beyond the district boundaries from the ring of towns around Cambridge, especially as a significant amount of the population looks to Cambridge and Newmarket as service centres. In addition to the detailed consideration of the Local Plan period to 2031, the strategy looks beyond this, and considers how the transport network and trip making patterns may develop in the longer term.

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<sup>1</sup> <http://www.thisismoney.co.uk/money/mortgageshome/article-2880889/The-50-best-places-live-UK-Hampshire-district-retaining-Hart-retains-spot.html>

<sup>2</sup> <http://www.eastcambs.gov.uk/local-development-framework/east-cambridgeshire-local-plan>

<sup>3</sup> <http://www.eastcambs.gov.uk/meetings/council-16072015>

Many of the measures in this strategy are intended to help facilitate and support new development. As such, developers will be expected to contribute to the delivery of the strategy measures by way of contributions through the appropriate channels, namely through the Community Infrastructure Levy (CIL), Section 106 (S106) Agreements for measures specific to a site and direct delivery of measures where appropriate.

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# East Cambridgeshire District

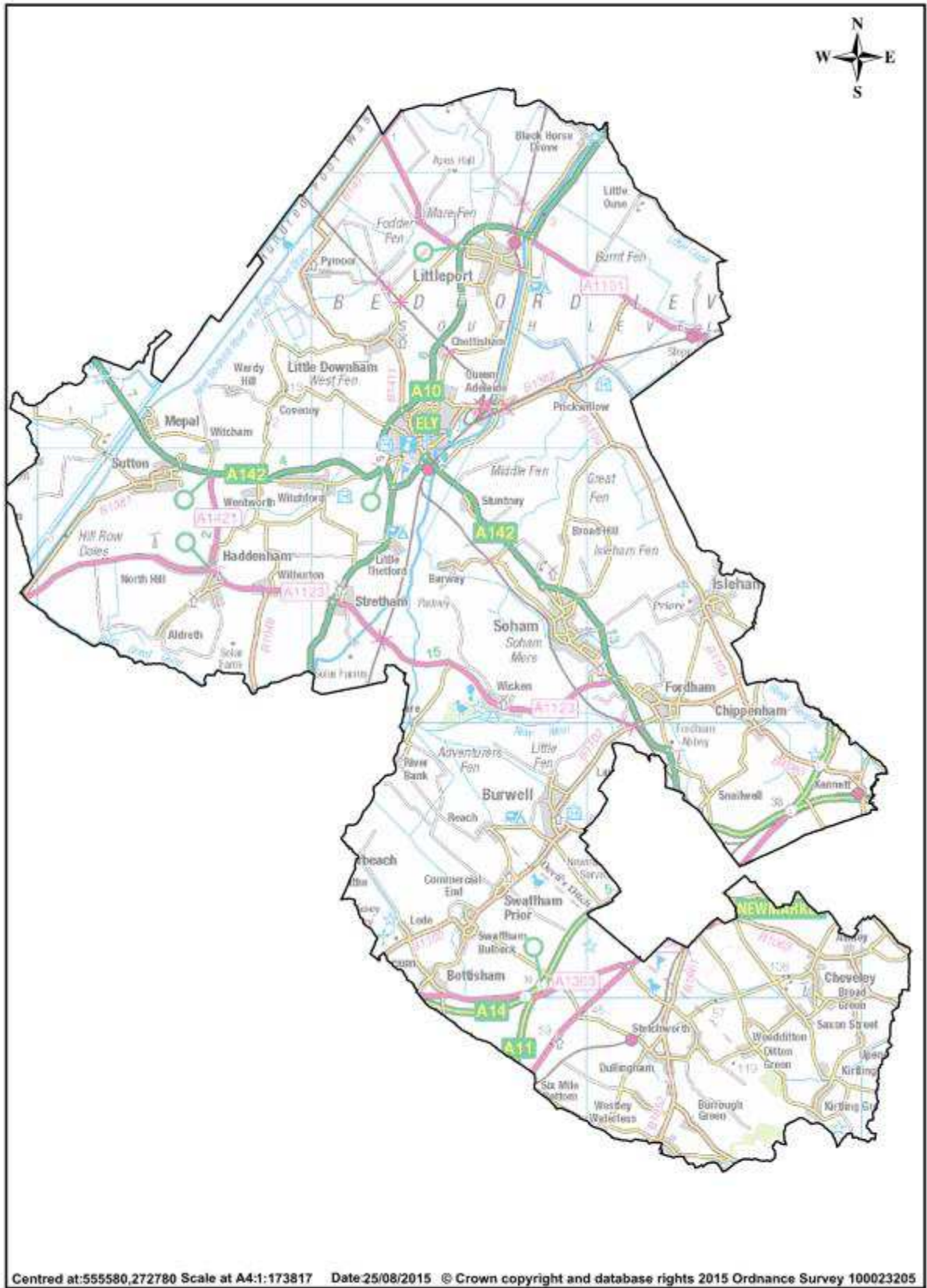


Figure 1: Road and Rail networks in East Cambridgeshire. (Source: Cambridgeshire Long Term Transport Strategy)

## Strategy Development

The Transport Strategy for East Cambridgeshire was developed following a scoping exercise undertaken in the summer of 2014 and consultation with officers at the district and county council. In early 2016, the draft strategy was presented to the general public for consultation, and people were asked for their views on the strategy objectives, policies and action plan of schemes. Following the comments from the consultation, the strategy was updated, and a report summarising the main results has been appended to this strategy.

The strategy will not be set in stone; it will be subject to monitoring and review throughout its lifetime. Review of the strategy will be undertaken when needed and may be triggered by a number of factors:

- Changes in the land use planning context set by the Local Plan.
- Changes in other relevant policy areas.
- Changes in the funding environment for transport infrastructure and services.
- Review of how successful interventions have been in addressing problems, and any changes to the strategy necessary to address problems or to reflect and seek to replicate successes.

The action plan is a live document that will be reviewed and rolled forward on a regular basis in line with the approach and policies set out in this strategy. The action plan contains an outline programme of improvements to 2031 and it is aligned with the sequence of development proposed in the Local Plans.

The action plan will be updated and reviewed regularly by the Joint East Cambridgeshire District Council and Cambs County Council Member and Officer Steering Group for Planning and Transport to ensure the schemes and measures are progressed in relation to priority, and as funding opportunities arise. The group will also oversee the further development of the action plan, which will involve work with local stakeholders to populate the more local interventions across East Cambridgeshire. Officers from neighbouring Local Authorities have been consulted on this Strategy and will continue to be involved as projects develop.

## Scope of the strategy

The strategy:

- Covers the East Cambridgeshire District. It will also consider neighbouring areas where there is a strong transport or economic link.
- Considers all modes of transport used for local trips, including trips on the trunk and principal road and motorway network some of which is managed by Highways England, and the rail network managed by Network Rail.
- Identifies interventions to address current problems on the transport network.
- Takes account of jobs and housing growth planned in East Cambridgeshire and in surrounding Districts in the period to 2031 and identifies interventions to provide for the transport demands of that growth.



- Supports interventions that will minimise the need to travel.
- Seeks to contribute to health outcomes and build on the evidence base of the Joint Strategic Needs Assessment (JSNA) findings to improve health and wellbeing
- The strategy recognises the importance of the built environment, heritage and street scape and the need to take this into account as transport schemes are developed- particularly in Ely, Littleport, Soham and the villages of East Cambridgeshire. It also recognises that the built environment can be a key constraint when transport schemes are being developed.
- Recognises that the dispersed rural population of East Cambridgeshire and the growing population of settlements looking towards Cambridge bring different challenges and different solutions.

The strategy sets out what needs to be done to ensure that the transport network can continue to provide for local transport needs, and that new transport provision keeps pace with economic, housing and employment growth in the county. It focuses on enhancing the links between key destinations and centres of employment and growth. It seeks to enhance accessibility, especially for residents living in more rural parts of the district.

The strategy reflects that as East Cambridgeshire is a largely rural district, it has many areas where the private car is always likely to remain the dominant form of transport for journeys longer than local trips. However, with growth focused on Ely, Littleport and Soham the opportunities for use of rail services, walking and cycling for more trips will increase. The strategy therefore looks to facilitate access to rail services as a means to commute into work. A comprehensive pedestrian and cycle network will also provide for many more trips by foot or by bike, and will complement the rail network.

The strategy acknowledges various capacity constraints on the strategic and primary road networks, and identifies ways of resolving these in the long term. It also identifies local highways issues that are of concern to residents.

## Vision

This document supports the Cambridgeshire Local Transport Plan vision of:

***“Creating communities where people want to live and work: now and in the future”***



Photo – Ely Marketplace

## **2. Planning and wider context**

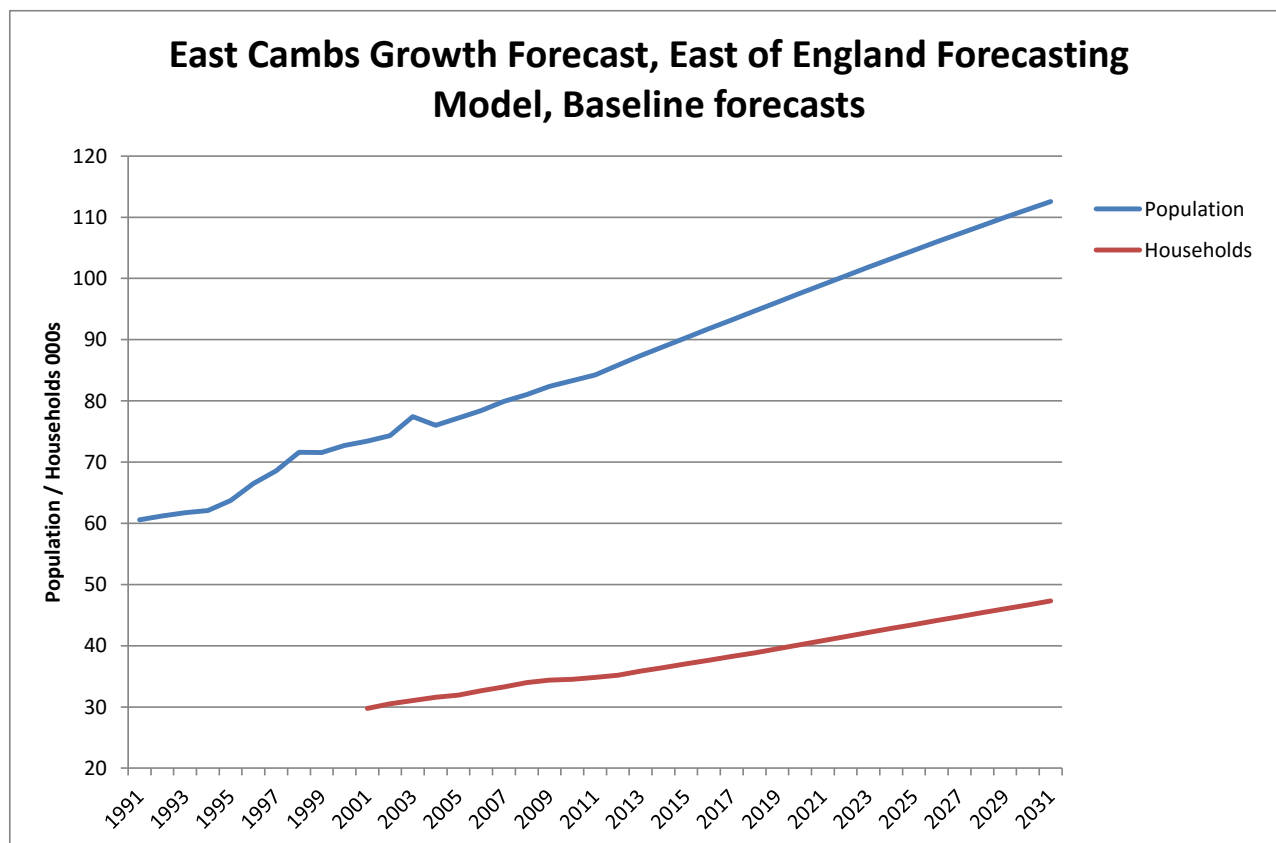
### **Land use planning and the growth agenda**

This strategy has been developed taking into account the Adopted Local Plan for East Cambridgeshire (2015). The Local Plan sets out the Local Planning Authority's (East Cambridgeshire District Council) policies for the development and use of land in their area.

East Cambridgeshire District Council began a process of review of the Local Plan in 2010, in response to the Government's abolition of top-down regional housing targets (in the Regional Spatial Strategy), the Government's commitment to 'localism' and the National Planning Policy Framework (NPPF). In compliance with the NPPF, they take account of the evidenced need for development to cater for forecast demographic changes and economic activity. The plans for East Cambridgeshire also take account of the ability of existing infrastructure to cope with growth, and the ability to provide new infrastructure to serve the development.

Economic growth in East Cambridgeshire continues, and jobs growth in the area remains strong. The attractiveness of Cambridgeshire as a place to live combined with this growth has led, over the years, to high house prices and to many people who work in the area being unable to afford to live in the area. Housing allocations contained in the Local Plans will go some way to rebalancing local supply and demand.

## Housing, Population and Employment Numbers



**Figure 2: Predicted growth in East Cambridgeshire. Data source EEFM 2013:**  
<http://www.cambridgeshireinsight.org.uk/eefm>

The Local Plan is important in itself in locating new development in sustainable locations which mean that the need to travel in the first place is either reduced or removed. The provision of infrastructure such as high speed broadband is crucial in this respect to enable people to work from home or in other remote locations. Funding has been secured to accelerate the roll-out of high speed broadband across the area.

However, if growth is to occur in the area, the transport network must be capable of dealing with it sustainably. The Transport Strategy for East Cambridgeshire should be read alongside the Local Plan.

District	Housing Growth	Jobs Growth
Cambridge	14,000	
South Cambridgeshire	19,000	
<b>East Cambridgeshire</b>	<b>11,500</b>	<b>9,200</b>
Fenland	11,000	Rest of Cambridgeshire 61,800
Huntingdonshire	17,000	
<b>Cambridgeshire Total</b>	<b>72,500</b>	<b>71,000</b>
<b>Forest Heath- Single Issue Review<sup>4</sup></b>	7,000-7700	7,300
<b>Kings Lynn and West Norfolk<sup>5</sup></b>	16,500 (2001-2026)	66 hectares of employment to be allocated between 2010-25

**Table 1: Housing and Employment Growth in Cambridgeshire 2011-31 and other neighbouring districts**

Source: East Cambridgeshire local plan and other districts local plans

East Cambridgeshire has an agreed target to deliver a total of 11,500 dwellings between 2011 and 2031; however the latest published projections indicate that an estimated 12,000 dwellings could come forward during this timeframe. A minimum of 9,200 jobs are agreed to be required in East Cambridgeshire throughout the Local Plan period. Using methods outlined in the 2015 Local Plan document, this equates to approximately 70 hectares of land as a minimum requirement however additional land has been allocated for a number of reasons as set out in the document. Tables 2 and 3 provide more detail for how and where housing and employment are likely to be delivered in East Cambridgeshire over the Local Plan period.

Figure 3 shows the key allocations on a map

Location	Completions 2011/12-2012/13	Outstanding commitments as at 1.4.13	Large potential sites	Small windfall sites	Specific rural sites	Allocations	TOTAL
<b>Market towns</b>	458	950	315	241	0	5,849	7,782
<i>Ely</i>	95	145	56	68	0	3,679	4,043
<i>Soham</i>	260	256	40	114	0	1,620	2,290
<i>Littleport</i>	103	549	188	59	0	550	1,449
<b>Villages</b>	200	321	276	421	70	659	1,947
Rural windfall estimates	-	-	-	471	-	-	471
Broad locations	-	-	-	-	-	-	1,800
<b>Total</b>	<b>658</b>	<b>1,271</b>	<b>560</b>	<b>1,133</b>	<b>70</b>	<b>6,508</b>	<b>12,000*</b>

\*Using the latest published projections, an estimated 12,000 dwellings could come forward in the Local Plan timeframe, exceeding the minimum agreed level of provision.

**Table 2: Summary of estimated housing supply 2011-31 Source: East Cambridgeshire Local Plan 2015**

<sup>4</sup> [http://www.westsuffolk.gov.uk/planning/Planning\\_Policies/local\\_plans/fh-single-issue-review-sir-of-core-strategy-policy-cs7.cfm](http://www.westsuffolk.gov.uk/planning/Planning_Policies/local_plans/fh-single-issue-review-sir-of-core-strategy-policy-cs7.cfm)

<sup>5</sup> [https://www.west-norfolk.gov.uk/info/20092/core\\_strategy](https://www.west-norfolk.gov.uk/info/20092/core_strategy)

<b>Settlement</b>	<b>Outstanding commitments*</b>	<b>Allocations identified in the Core Strategy</b>	<b>'New' allocations</b>	<b>Total allocations (hectares)</b>	<b>TOTAL hectares</b>
Ely	19.42	40.5	20.52	61.02	80.44
Soham	1.54	11	8	19	20.54
Littleport	1.93	4.77	8.6	13.37	15.3
Bottisham	0.23	1	0.2	1.2	1.43
Burwell	-0.65	5.5	-	5.5	4.85
Haddenham	-0.12	-	0.8	0.8	0.68
Sutton	16.38	-	-	-	16.38
Fordham	0.66	7	29.5	36.5	37.16
Isleham	0.01	-	1	1	1.01
Pymoor	0.56	-	-	-	0.56
Swaffham Prior	-	-	1	1	1
Burrough Green	-	-	-	-	0
Stretham	-0.08	-	-	-	-0.08
Cheveley	0.09	-	-	-	0.09
Wicken	-0.42	-	-	-	-0.42
Witchford	0.77	-	-	-	0.77
<b>TOTAL</b>	<b>40.32</b>	<b>69.77</b>	<b>69.62</b>	<b>139.39</b>	<b>179.71 ha</b>

**Table 3: Summary of estimated B1/B2/B8 employment land supply 2013-31 (hectares) Source: East Cambridgeshire Local Plan. 2015** \*The figures exclude Lancaster Way Business Park and the Octagon Business Park which have previously gained permission but are allocated in this Local Plan.

It should be noted that as East Cambridgeshire District Council are developing an emerging Local Plan the above figures will be updated. In January 2016 a report titled East Cambridgeshire Objectively Assessed Housing Needs<sup>6</sup> was published. This updated the housing need in East Cambridgeshire and highlights this as being 14,300 dwelling between 2014 and 2036 (650 dwellings per annum).

Forest Heath District Council have recently consulted on their single issue review of Core Strategy Policy CS7<sup>7</sup> Overall Housing Provision. The consultation sets out two options for the level of housing development across the district. The consultation ended in July 2016. Following the consultation a final draft will be prepared which the Council will submit to the Secretary of State for an independent planning examination late in 2016.

<sup>6</sup> [http://www.eastcambs.gov.uk/sites/default/files/ECDC\\_OAN-Update\\_08-02-2016.pdf](http://www.eastcambs.gov.uk/sites/default/files/ECDC_OAN-Update_08-02-2016.pdf)

<sup>7</sup> [http://www.westsuffolk.gov.uk/planning/Planning\\_Policies/local\\_plans/fh-single-issue-review-sir-of-core-strategy-policy-cs7.cfm](http://www.westsuffolk.gov.uk/planning/Planning_Policies/local_plans/fh-single-issue-review-sir-of-core-strategy-policy-cs7.cfm)



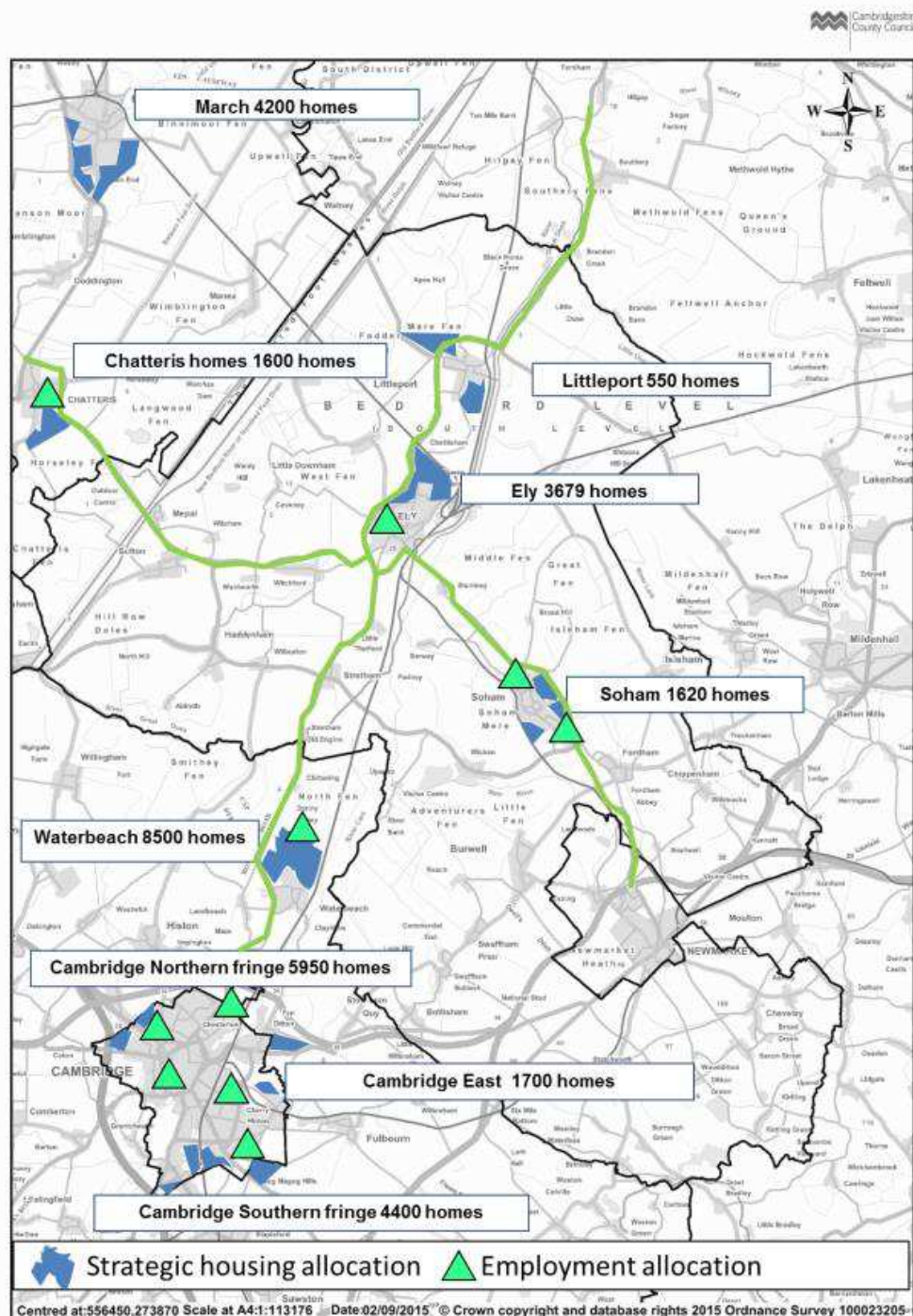


Figure 3: Location of Planned Employment and Housing Growth

### Transport Infrastructure within the Local Plan

The Local Plan provides a list of the key infrastructure requirements within the district. It is noted that the list is not exhaustive. The transport related infrastructure is listed below:

- Highway improvements associated with the development of North Ely
- Ely Southern Bypass
- Dualling of the A10 between A142 Witchford Road and A142 Angel Drove
- Improvements to Queen Adelaide Way
- Improvements to the junctions of the A14/A142 and A14/A10

- Capacity and junction improvements to the A10
- Development of Soham Railway Station
- Improvements to Ely Railway Station (passenger transport interchange, improved pedestrian and cycle access and increased car and cycle parking) and Littleport Railway Station (increased car parking)
- Improved rail and bus services
- Improvements to pedestrian and cycle networks within and between settlements

**Policy COM7: Transport Impact- from East Cambridgeshire Local Plan 2015**

Development should be designed to reduce the need to travel, particularly by car and should promote sustainable forms of transport appropriate to its particular location. Opportunities should be maximised for increased permeability and connectivity to existing networks.

Development proposals shall:

- Provide safe and convenient access to the highway network
- Provide a comprehensive network of routes giving priority for walking and cycling
- Protect existing rights of way or allow for agreed diversions in exceptional circumstances
- Consider the travel and transport needs of people with disabilities
- Accommodate the efficient delivery of goods, supplies and services
- Be capable of accommodating the level/type of traffic generated without detriment to the local highway network and the amenity, character or appearance of the locality
- Be accompanied by a Transport Statement where appropriate; or if the proposals are likely to result in significant transport implications, be accompanied by a Transport Assessment. The coverage and detail of this should reflect the scale of development and the extent of the transport implications
- Be accompanied by a Travel Plan for residential and non-residential developments that are likely to generate significant amounts of traffic
- Within g and h indicate any steps to mitigate impacts relating to noise, pollution, amenity, health, safety and traffic

Transport schemes that are required to support the deliverer of the local plan will be incorporated into the action plan of the transport strategy.

### East Cambridgeshire Local Plan Review

A decision was taken at an East Cambridgeshire District Full Council meeting in July 2015<sup>8</sup> that the Local Plan should be reviewed. It was noted that the current Local Plan will form the basis of determining planning applications for the next few years. More information regarding the Emerging East Cambridgeshire Local Plan is available online<sup>9</sup>. It is possible that the Action Plan of the Transport Strategy may need to be updated to support the Emerging East Cambridgeshire Local Plan.

<sup>8</sup> <http://www.eastcambs.gov.uk/meetings/council-16072015>

<sup>9</sup> <http://www.eastcambs.gov.uk/local-development-framework/local-plan-review>

## Traffic growth and the impact of new development

Traffic modelling of the growth proposals set out in the East Cambridgeshire Local Plan indicates that the level of growth in the 2031 model will cause greater levels of congestion than are experienced today in and around Ely.

Modelling that has been carried out in East Cambridgeshire investigated a range of different growth scenarios and looked at the impact these would have on travel demand and therefore the predicted levels of congestion. There are two transport models that cover Ely, these are the Cambridgeshire Sub-Regional Model (CSRM) and the Ely Simulation Traffic Assignment Model (SATURN) model which covers Ely in the most detail and the network extends as far as Littleport in the north, Soham and Stretham in the south and Witchford in the west, it also includes roads such as the A10 and A142.

The modelling reports are available online<sup>10</sup> and offer details into the different growth scenarios that have been modelling to show the potential impact of different levels of growth on traffic flows. All the inventions and growth scenarios that were modelled cannot be summarised within this strategy but the following Figure 4 highlights the increase in flows between the 2011 base and the 2031 Local Plan scenario (this scenario assumes the Ely Southern bypass is open).

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<sup>10</sup> <http://www.eastcambs.gov.uk/sites/default/files/mpvol1.pdf>  
<http://www.eastcambs.gov.uk/sites/default/files/mpvol2.pdf>  
<http://www.eastcambs.gov.uk/sites/default/files/mpvol3.pdf>  
[http://www.eastcambs.gov.uk/sites/default/files/Transport%20Modelling%20Report%20\(oct12\).pdf](http://www.eastcambs.gov.uk/sites/default/files/Transport%20Modelling%20Report%20(oct12).pdf)



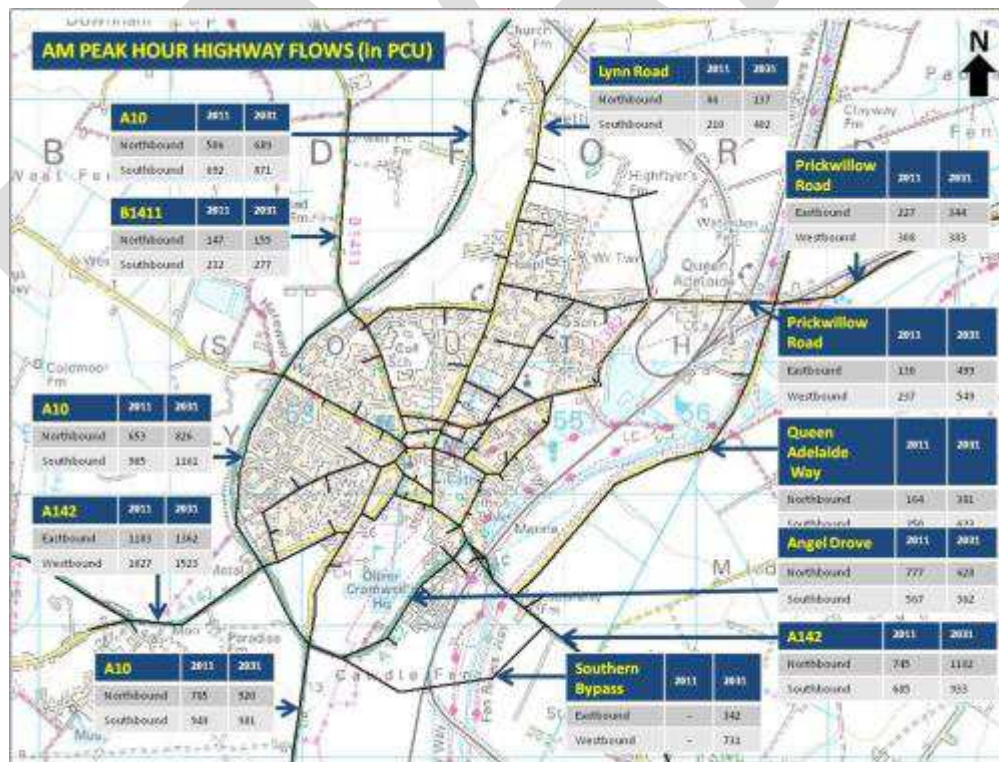
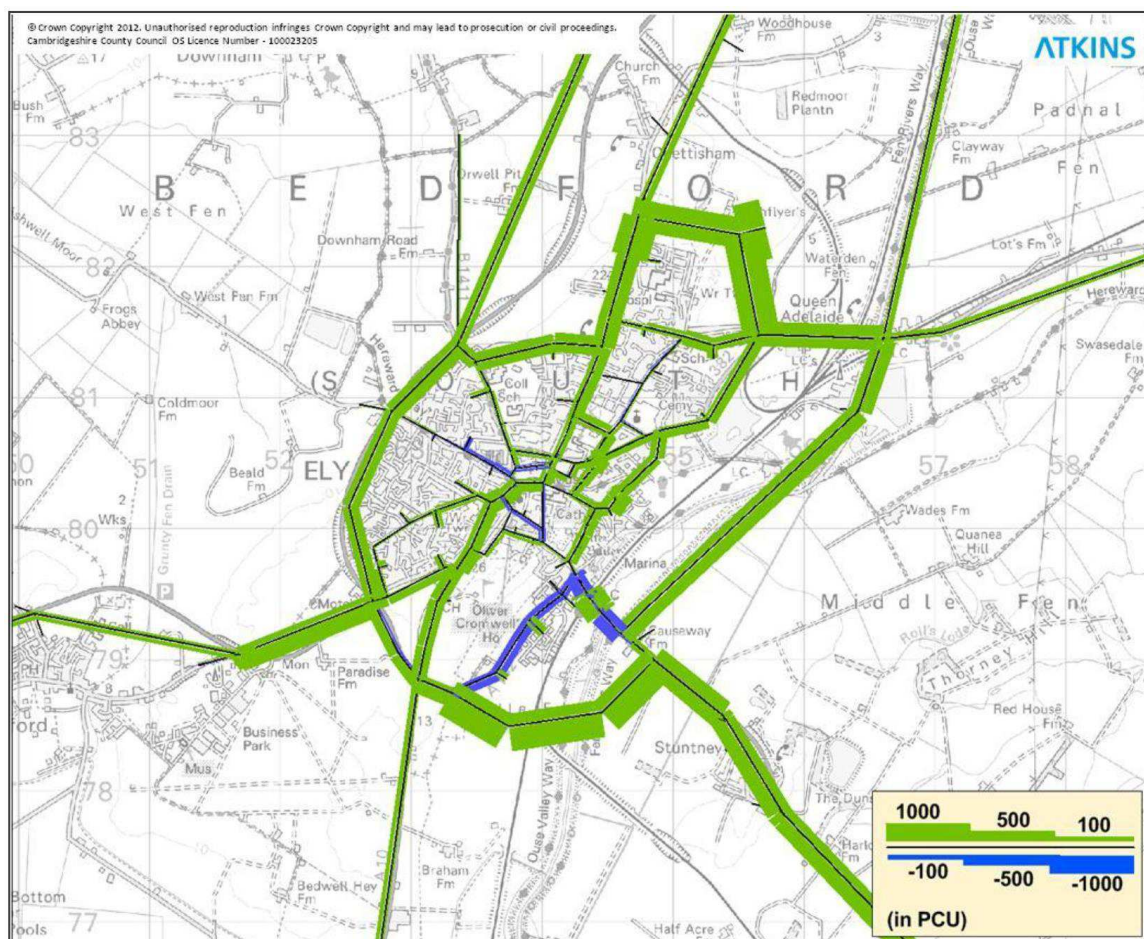


Figure 4: Changes in highway link flows in the morning peak between 2011 and 2031. Source: East Cambridgeshire Local Plan Transport Test (October 2012).

The traffic modelling carried out shows that measures will be required to address/accommodate growth. As a result a package of measures was tested and it was found that these would have a beneficial effect by helping to reduce some of the predicted car growth and associated congestion.

#### Measures modelled as part of Ely Modelling Study (2009)

- Dual the section of the A10 between the A142 Witchford Road and A142 Angel Drove roundabouts, Provision of a cycle bridge over A10 with upgraded bridle way link to Lancaster Way.
- Close High Barns to through traffic just south of Kings Avenue, providing a less congested route for a new shuttle bus service between Ely northern expansion and the Rail Station / Tesco's to encourage mode shift to public transport. Proposal includes bus gate on Brays Lane and signal control at the junction of Kings Avenue / Lynn Road.
- Removal of on-street parking on Lynn Road to allow for a cycle lane southbound from just south of Cam Drive up to Deacons Lane. Allocate space for lane turning into Deacons Lane. Extend 2 lane approach to Nutholt Lane.
- Pedestrianisation of High Street and Market Street
- Improvements to Queen Adelaide Way – junction improvements with A142 and new link with Prickwillow Road

The package would also mitigate some of the implications of this growth through increasing the modal shift and number of non-car trips within the area. However, despite these improvements there will be a growth in car traffic and further demand management and smarter travel measures will be necessary to help reduce car growth even further. The strategy recognises the main service centres in the district and neighbouring areas as being Ely, Littleport, Soham, Newmarket, Cambridge and Bury St Edmunds.

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 securing of mitigation measures to avoid unacceptable or “severe” impacts.

### Key Transport Issues in the District

Below are the key transport issues that have been identified in the district. In no particular order, these are:

- 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

## Transport Policy Context

A number of additional policies have been referenced in the preparation of the Strategy. These have been summarised below.

### The Third Cambridgeshire Local Transport Plan<sup>11</sup>

The Third Cambridgeshire Local Transport Plan (LTP3) covers the period 2011-2026 and demonstrates how our policies and plans for transport will contribute towards the County Council's vision- creating communities where people want to live and work: now and in the future. It provides a framework for this strategy, setting out the policies and strategies necessary to ensure that planned large-scale development can take place in the county in a sustainable way. It should be noted that noise is highlighted as an issue in LTP3

This strategy looks to apply the LTP's overarching policies and objectives at a local level whilst reflecting the local needs and views. The LTP is a live document and will be updated to incorporate the TSEC, which will be adopted as part of the LTP3 suite of documents, which inform the Transport Delivery Plan<sup>12</sup>.

### Cambridgeshire Long Term Transport Strategy<sup>11</sup>

The Cambridge Long Term Transport Strategy (LTTS) details how the transport network will be developed to:

- Support sustainable growth across Cambridgeshire to 2031 in accordance with Local Plans
- Consider longer term aspirations in support of sustainable growth to 2050
- Support the Greater Cambridge Greater Peterborough Growth Prospectus

The LTTS provides a clear policy basis for investment decisions for strategic transport policies which support sustainable development and continued economic prosperity. It links the delivery of transport infrastructure and services that are required to enable and provide

<sup>11</sup> [http://www.cambridgeshire.gov.uk/info/20006/travel\\_roads\\_and\\_parking/66/transport\\_plans\\_and\\_policies](http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies)

<sup>12</sup> [http://www.cambridgeshire.gov.uk/info/20006/travel\\_roads\\_and\\_parking/66/transport\\_plans\\_and\\_policies/4](http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/4)



for planned growth to the delivery of that growth, and will be used to secure funding to deliver our transport priorities.

It contains an Action Plan setting out the infrastructure requirements for development over time and will provide an evidence base and build a case for improvements to the rail network and other infrastructure.

### **The Rights of Way Improvement Plan<sup>13</sup>**

The Rights of Way Improvement Plan (ROWIP) was adopted in 2006 as part of the Cambridgeshire Local Transport Plan 2006-2011. The Plan was formulated following considerable research, data gathering and extensive public and stakeholder consultation with the Local Access Forum playing a key part in the plan's development. The Plan is well used and has been invaluable to helping to bring improvements to the rights of way network and enhancing countryside access.

The updated ROWIP has now been adopted following consultation in late 2015. The update to the ROWIP summaries the progress made since it was adopted in 2006 and sets out future challenges for rights of way and countryside access to 2031 in the form of updated Statement of Action. This update to ROWIP forms part of the third iteration of the Local Transport Plan LTP3.

### **Cambridgeshire Health and Wellbeing Strategy 2012-2017**

Good health and wellbeing is fundamental to enable us to live an active and fulfilled life and play a role in our local communities. In Cambridgeshire, we are fortunate to live in a part of the country where the health of local people is generally better than the England average. Whilst this is encouraging, it can mask some real challenges and marked differences between communities. We know that some local people experience significant disadvantage and inequalities in health, and it is the aim of the Health and Wellbeing Board to improve the health of the worst off fastest.

The Health and Wellbeing Strategy<sup>14</sup> focuses on six proprieties to improve the physical and mental health and wellbeing of Cambridgeshire residents. These include:

1. Ensure a positive start to life for children, young people and their families.
2. Support older people to be independent, safe and well.
3. Encourage healthy lifestyles and behaviors in all actions and activities while respecting people's personal choices.
4. Create a safe environment and help to build strong communities, wellbeing and mental health.
5. Create a sustainable environment in which communities can flourish.
6. Work together effectively.

### **Cambridgeshire and Peterborough Road Safety Partnership Strategy 2015-2020**

The Cambridgeshire and Peterborough Road Safety Partnership (CPRSP) has produced a 5 year strategy which details the vision to prevent all road deaths across Cambridgeshire

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<sup>13</sup> <http://www.cambridgeshire.gov.uk/ltp>

<sup>14</sup> [http://www.cambridgeshire.gov.uk/info/20004/health\\_and\\_keeping\\_well/548/cambridgeshire\\_health\\_and\\_wellbeing\\_board](http://www.cambridgeshire.gov.uk/info/20004/health_and_keeping_well/548/cambridgeshire_health_and_wellbeing_board)

and Peterborough and to significantly reduce the severity of injuries and subsequent costs and social impacts from road traffic collisions. The following groups have been identified as the key priorities for intervention at the outset of this strategy:

- Collisions involving young people
- Collisions involving pedal cycles
- Collisions involving motorcycles
- Collisions on rural roads (including inappropriate speed)

As part of this partnership we will work to improve road safety in East Cambridgeshire to achieve the three targets adopted by CPRSP to achieve this vision:

- To reduce the number of people killed or seriously injured (KSI) in collisions by at least 40% by 2020.
- To reduce the number of children killed or seriously injured in collisions by at least 40% by 2020.
- To reduce the number of cyclists and pedestrian killed or seriously injured in collisions by at least 40% by 2020.

### **Cambridgeshire Green Infrastructure Strategy 2011**

Green Infrastructure is part of our natural life-support system. It is the network of natural and man-made features such as open spaces, woodlands, meadows, footpaths, waterways and historic parks, which help to define and to link the communities with each other and to the surrounding landscape.

In 2011, the Cambridgeshire Green Infrastructure Strategy 2011<sup>15</sup> was published. This Strategy is designed to assist in shaping and coordinating the delivery of Green Infrastructure in the county, to provide social, environmental and economic benefits now and in the future.

East Cambridgeshire forms Strategic Area 4 for Eastern Fens and Towns, and is focused on the three market towns of Ely, Littleport and Soham and their surrounding Fenland landscape as well as the navigable Ely Ouse River.

### **Transport and Health**

Transport can have a major impact on health both positive and negative. Both the Third Cambridgeshire LTP<sup>16</sup> and the Transport and Health JSNA (Joint Strategic Needs Assessment)<sup>17</sup> highlight the factors that can have a positive and negative impact. Appendix A provides a summary of the Joint Strategic Needs Assessment (JSNA).

The JSNA focused on three priority areas where transport impacts health:

- Air pollution
- Active transport
- Access to transport

The key findings are as follows:

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<sup>15</sup>[http://www.cambridgeshire.gov.uk/info/20012/arts\\_green\\_spaces\\_and\\_activities/344/protecting\\_and\\_providing\\_green\\_space](http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/344/protecting_and_providing_green_space)

<sup>16</sup> <http://www.cambridgeshire.gov.uk/ltp>

<sup>17</sup> <http://www.cambridgeshireinsight.org.uk/JSNA/Transport-and-Health-2014/15>

## Air pollution

There are hot spots in Cambridgeshire caused by traffic-related pollution, especially in busy urban areas and around arterial and trunk roads such as the A14.

It has been estimated that there were 257 deaths attributable to air pollution in Cambridgeshire in 2010 and that over 5% of Cambridgeshire's population mortality is attributed to air pollution. Air pollution also impacts respiratory and cardiovascular hospital admissions and incidence of respiratory disease. There are higher levels of nitrogen dioxide in the winter months and peaks of larger particulate matter in the spring, which may lead to seasonal health impact.

Small particulates from traffic and other sources can also get into buildings contributing to poorer indoor air quality. Although concentrations of pollutants are lower in level than in ambient (outdoor) air pollution, people spend most of their time indoors and therefore receive most of their exposure indoors.

Several options for addressing air pollution in Cambridgeshire were identified:

- Lower emission passenger transport fleet (e.g. buses and taxis) and traffic restraint.
- Modal shift from cars to walking and cycling.
- Further investigation into the potential for reducing specific person exposure including: Text alerts to vulnerable patient groups; monitoring measures to improve indoor air quality especially in newer office buildings; Better use of health evidence when assessing the populations exposed in new developments; Further understanding around the seasonal impact of air pollution and potential measures that could reduce this.

## Active Travel

Active travel to and from work, and in the course of work, is a good way for many people to get active and work towards the 30 minutes a day target. Increasing physical activity reduces all-cause mortality and reduces ischemic heart disease, stroke and dementia. Those that are most inactive benefit the most, with even small increases in walking and cycling helping health.

In general, the proportion of people who use active transport for work decreases with distance and most notably in those that walk, although cycling rates do not decline until the trip is longer than 5km (3.1 miles).

Traffic cordon data shows that walking is more common in the market towns and cycling more common in Cambridge City. In Cambridgeshire, nearly 60% of primary school children walk to school, but only 35.3% of secondary school children do. Cycling is much less popular with only 6.7% of primary school and 15.5% of secondary school children cycling to school. Car trips still account for 26.4% of primary school trips and 10-15% of secondary school trips.

Potential next steps should therefore focus on the following concepts:

- Improving safety and perception of safety – addressing issues around immediate environments of cycle and walkways to encourage walking and cycling.
- Infrastructure - providing the right physical environment for people to walk and cycle especially focusing on reducing the distance by bicycle or walking compared to other modes of transport.
- Culture - tackling the different barriers that prevent people being active, taking into account social and economic inequalities, age and disability and understanding the cultures of those who will benefit the most.
- Further assessment of data and intelligence - to enable targeting of initiatives.

### Access to transport

The availability and accessibility of means of transport is important as an enabler of access and travel to services and social opportunities.

Factors that may make people vulnerable to transport barriers include:

- Those who may be socially excluded (or in lower socioeconomic groups)
- Those living in rural areas
- Those without cars or stopping driving
- Those lacking the knowledge or skills and confidence to use available modes of transport

There is international evidence to suggest that transport barriers are a contributory cause of missed and cancelled health appointments, delays in care, and non-compliance with prescribed medication. These forms of disrupted and impaired care are associated with adverse health outcomes.

The economic costs (time and money) of accessing health care are borne by those with the highest attendance of health services due to the nature of their conditions, and travelling the furthest distances. There is evidence that making these journeys, and parking in particular, incurs some stress and anxiety.

There is considerable complexity in planning and making journeys by public and community transport in Cambridgeshire. There are wider access issues in reaching and benefitting from public and community services, including the distance to bus stops and using buses, frequency of services, and the cost of journeys. The limited options on destinations and times of services, or the necessity of making advance bookings for other services, do not fully meet peoples' desires or needs to get out and about. This can hamper timely and appropriate travel to health care.

Community transport schemes provide an important contribution to journeys to health services, particularly to hospital appointments. Many schemes report concerns about meeting increasing demands on their services.

Through the JSNA process stakeholders have identified several options for addressing transport disadvantage in Cambridgeshire:

- A system-level perspective on health and transport planning
- The exploration of additional bus provision or novel alternatives to increase the levels of non-private transport options
- Alternative models of supporting health, benefitting from opportunities such as integrated care and tele-health and digital solutions in reducing need to travel to health services
- Further analysis of travel to GP practices and other forms of health services, including out of hours' services, and more detailed qualitative inquiry work with local residents who face transport barriers in travelling to health services.

## Devolution

The Government is talking to councils across the UK about devolution. Devolution is when some powers, responsibilities and funding are transferred from central government to local areas. This means that more decisions could be decided locally by a combined authority, made up of existing authorities. The combined authority could make decisions on the following things: housing, transport and major infrastructure projects.

The Cambridgeshire and Peterborough devolution proposal includes forming a Combined Authority that would include the following organisations – Peterborough City Council, Cambridgeshire County Council, Fenland District Council, Huntingdonshire District Council, East Cambridgeshire District Council, South Cambridgeshire District Council, Cambridge City Council and the Greater Cambridge Greater Peterborough Local Enterprise Partnership.

The proposal is currently being considered by central government. Key aspects of the proposal related to transport in East Cambridgeshire include:

- A new £20 million annual fund for the next 30 years (£600 million) to support economic growth, development of local infrastructure and jobs
- Transport infrastructure improvements such as the A14/A142 junction, upgrades to the A10 as well as Ely North Rail Junctions
- Rail improvements including a new station at Soham (new rolling stock, improved King's Lynn, Cambridge, London)

Central government says that in order to secure a devolution deal and the decision making powers and funding that come with it there must be a combined local authority with a single person in charge usually referred to as a mayor.

Views from the public were sought on devolution for Cambridgeshire and Peterborough in early summer 2016. The current proposal is to hold an election for the combined authority mayor in May 2017. More information on the Cambridgeshire and Peterborough devolution deal is available online<sup>18</sup>.

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<sup>18</sup> <http://www.cambridgeshire.gov.uk/devolution>



### 3. Strategy Objectives

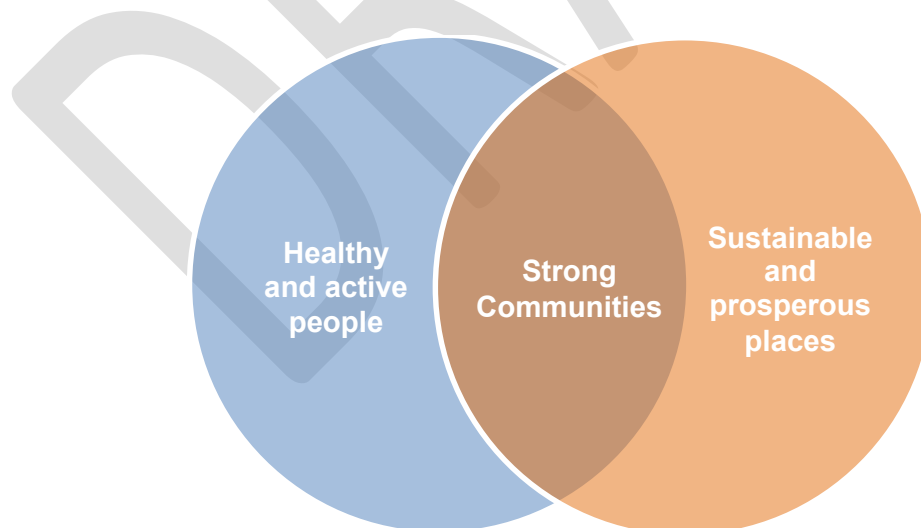
Seven objectives have been set for this strategy, in no particular order these are:

**Ensure that the Transport Network and Transport Initiatives;**

1. Supports the economy and acts as a catalyst for sustainable growth
2. Enhances accessibility
3. Improves road safety
4. Connects new and existing communities with jobs and services
5. Prioritises sustainable transport alternatives and reduces impact of congestion on these modes
6. Contributes to reducing transport's contribution to air quality emissions in particular NOx, PM10 and PM2.5 – the main transport related pollutants
7. Encourages healthy and active travel and supports people's well-being

**Table 4: The Strategy Objectives**

The Strategy Objectives build on those of the Local Transport Plan 3, East Cambridgeshire District Council objectives and also Cambridgeshire County Council priorities. The main objectives of Cambridgeshire County Council are shown in the figure below:



**Figure 5: Cambridgeshire County Council main aims for Cambridgeshire**

East Cambridgeshire District Council corporate objectives are:

- To be financially self-sufficient and provide services driven by and built around the needs of our customers
- To enable and deliver commercial and economic growth to ensure East Cambridgeshire continues to be a place where people want to live, work, invest and visit.

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.

Some schemes identified in this strategy are also commitments in the Corporate Plan 2015-2019.

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## 4. The Strategy Approach

The Strategy approach has been used to develop schemes in the action plan. The policies within the strategy also help to support the strategy approach and have been taken into account when schemes have been developed and will also be used when new schemes are developed in the future.

Mode	Strategy Approach:
Public Transport	<ul style="list-style-type: none"> <li>• Connect major engines of growth along main transport corridors, including rail links in the district, A10 and A142</li> <li>• Minimise need for interchange</li> <li>• Improve interchange between modes of transport where necessary</li> <li>• Work with developments – request financial contribution to public transport where appropriate</li> <li>• Encourage the use and uptake of public transport by measures including: personalised travel planning, smarter choices promotion, education and technology</li> <li>• Technology- ensure information about travel options easily available</li> </ul>
Rail	<ul style="list-style-type: none"> <li>• Build case for opening new stations and new routes</li> <li>• Support capacity, frequency and journey times improvements</li> <li>• Enable sustainable access to stations</li> </ul>
Rural	<ul style="list-style-type: none"> <li>• Rolling programme of review for rural bus services</li> <li>• Support community transport solutions</li> </ul>
Cycling and Walking	<ul style="list-style-type: none"> <li>• Investment in cycle and pedestrian network and linking communities- understanding both the transport and leisure benefits</li> <li>• Enhancing, improving and adding to network</li> <li>• Enhance and develop the network around key destinations in rural areas</li> <li>• Comprehensive longer distance network across district</li> <li>• Enhance cycle parking</li> <li>• Ensure new developments provide high quality linkages</li> <li>• Encourage walking and cycling by measures including: personalised travel planning, smarter choices promotion, education and technology, addressing safety and perceptions of safety</li> <li>• Where possible seek to segregate cyclists from general traffic, particularly on main transport corridors / busy rural routes. – Balance between usability, convenience, traffic and safety concerns</li> </ul>
Road	<ul style="list-style-type: none"> <li>• A number of areas require measures to be introduced for capacity reasons <ul style="list-style-type: none"> <li>- The A10 connecting the district with Waterbeach and Cambridge</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>- The A10 connecting Ely, Littleport and Downham Market</li> <li>- The A142 connecting Chatteris to Newmarket via Ely</li> <li>- A1123</li> <li>- Junctions 37 and 38 of the A14</li> <li>• Measures to reduce inappropriate through traffic and encourage all traffic to use the most appropriate route, particularly HGVs</li> </ul>
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**Table 5: The Strategy Approach**

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## 5. TSEC Policies

### **Policy TSEC 1: Supporting Growth**

The transport network will support economic growth, mitigate the transport impacts of the growth agenda and help protect the districts' character and environment. The key aspects to achieve this are:

- Improvements in sustainable transport capacity between key locations and sites.
- Improving public transport options
- Improve highway capacity on key corridors so that it does not impact on sustainable modes of transport.

**Linked to achieving Objectives 1, 2 and 3**

### **Policy TSEC 2: Accommodating demand in Ely**

For more travel demand to be accommodated on the constrained transport network in Ely:

- More people will walk, cycle and use public transport
- More people will car share
- Pedestrians, cyclists and buses will be prioritised for trips across Ely. General vehicular traffic will not be prohibited and accessibility will be maintained but a car journey may be longer and more time consuming than at present.
- General traffic levels will remain at current levels.

**Linked to achieving Objectives 1, 2, 3 and 4**

### **Policy TSEC 3: Accommodating demand in East Cambridgeshire**

For more travel demand to be accommodated in the constrained network in East Cambridgeshire:

- Passenger transport services on main corridors will be used for part or all of more trips to key destinations
- More people will walk and cycle
- More people will car share
- More locally led transport solutions will be provide passenger transport options in more remote areas that cannot viably be served by conventional bus services

**Linked to achieving Objectives 1, 2, 3 and 4**

### **Policy TSEC 4: National Networks: trunk roads and rail**

These routes have a role in catering for travel demand for those travelling within and through the district along key corridors.

- Improvement driven by the national agenda must take account of local circumstances, local opportunities and local impacts

**Linked to achieving Objective 1**

### **Policy TSEC 5: Planning Obligations**

A comprehensive approach will be applied to secure the provision of new and improved transport infrastructure, in a timely manner to ensure that accessibility is maintained and the impact(s) of development are addressed, in line with this Strategy approach.

Developers will be required to make provision to mitigate both the site specific and network impacts of their planning proposal. Mitigation measures will be secured by direct improvements carried out by the developer, and through Community Infrastructure Levy (CIL) and/or Section 106 (S106) agreement.

The nature and scale of mitigation/contribution will be determined by, the scale and type of development, as well as the transport impact and demands this places on the site and the local network. There will be a focus on mitigating transport impacts of development as sustainably as possible.

### **Linked to achieving Objectives 3, 4, 5 and 6**

### **Policy TSEC 6: Transport Assessments**

Transport Assessments (TA) will be required to support any planning application that produces a net increase of approximately 500 person trips (by all transport modes) per day. For smaller scale developments a Transport Statement (TS) will generally be required. However a full TA may also be required if the development falls below this threshold but there are other local issues that may need to be addressed. The County Council has prepared guidelines<sup>19</sup> 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. Early engagement with the local highway authority is strongly advised to agree the scope of the TA or TS and ensure that all the required data and information is provided when a planning application is submitted.

For the larger sites, it is expected that robust modelling will be undertaken to assess not only the specific impact of the development but to assess the cumulative impact of the proposal on the surrounding transport network.

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.

### **Linked to achieving Objectives 3, 4, 5 and 6**

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<sup>19</sup> Guidelines available at:

[http://www.cambridgeshire.gov.uk/info/20099/planning\\_and\\_development/500/developing\\_new\\_communities](http://www.cambridgeshire.gov.uk/info/20099/planning_and_development/500/developing_new_communities)

### **Policy TSEC 7: Supporting sustainable growth**

The transport network will be developed in line with the strategy approach and objectives, to provide the capacity necessary to accommodate planned growth levels while protecting the area's distinctive character and environment.

New development will be required to make provision for integrated and improved transport infrastructure to ensure that most people have the ability to travel by foot, bicycle or by passenger transport and in line with specified modal split targets where relevant. Access by walking, cycling and public transport will be maximised in all new developments, ensuring that planning contributions are sought for transport improvements where appropriate. New developments should link into the existing provision for vulnerable traffic including walkers, horse riders and cyclists.

**Linked to achieving Objectives 1 and 4**

### **Policy TSEC 8: Improving bus services and infrastructure**

The County Council will work with partners and passenger transport operators to develop an improved and integrated network of High Quality Passenger Transport. More locally led transport solutions will provide passenger transport options in more remote areas that cannot viably be served by conventional bus services.

**Linked to achieving Objectives 2 and 3**

### **Policy TSEC 9: Access to jobs and services**

Access to areas of employment and key services will be maximised, particularly by sustainable modes of travel, to:

- Provide a transport network that is efficient and effective
- Provide good accessibility to services and for businesses
- Provide a high quality public transport and cycle network to routes near major employment, education and health services.

**Linked to achieving Objectives 1, 2, and 3**

### **Policy TSEC 10: Improving rail services**

The County Council will work with other authorities and the rail industry to bring forward service enhancements and new infrastructure to increase rail use, through frequency and capacity improvements and increasing the proportion of freight moved by rail in line with the Strategy approach.

**Linked to achieving Objectives 1, 2, 3, 4 and 5**



Photo – Ely Rail Station Cycle parking

### **Policy TSEC 11: Improving community transport services**

The County Council will work with partners, the voluntary sector and passenger transport operators to develop an improved and integrated network of community transport services.

### **Linked to achieving Objective 2**

### **Policy TSEC 12: Encouraging cycling and walking**

The capacity, quality and safety of walking and cycling networks will be increased to enhance and promote healthy and active travel. The highest possible standard of cycling and walking infrastructure appropriate to a location will be pursued in line with this strategy and the emerging cycle strategy. 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. All new development must provide safe and convenient pedestrian and cycle environments, including adequate and convenient cycle parking and ensure effective and direct integration with the wider network. New developments should provide links to existing public rights of way and ensure that there are public rights of way through the development.

Where development opportunities arise, land should be released to improve the existing cycle network, for example the elimination of pinch points. New links should also be provided to expand the network as set out in the DfT LTN 1/12, LTN 2/08 and Manual for Streets.



Where feasible, pedestrian and cycle facilities will be provided alongside new road infrastructure.

Through the planning system, future cycle and walking routes should be safeguarded, where appropriate/feasible. Existing routes should be upgraded for less able walkers.

Walking and cycling will be promoted through various initiatives including personalised travel planning, smarter choices promotion, education and technology.

Cycle routes should be maintained where possible to offer year round and all-weather availability.

### **Linked to achieving Objectives 2, 3, 4, 5 and 6**

#### **Policy TSEC 13: Provision of new highway capacity**

Where there is a requirement for new roads or increased road capacity, these should adhere to appropriate design standards. Where feasible, pedestrian and cycle facilities will be provided alongside new road infrastructure. The needs of public transport services will be considered in all road schemes, and priority for services should be provided on any new road where there is an expectation of regular bus usage, and an expectation that services reliability and timeliness would otherwise be disadvantaged.

This policy applies to new roads delivered by the County Council, new roads that will be passed to the Council through a relevant legal agreement, and those that will remain in third party ownership.

### **Linked to achieving Objectives 1 and 3**

#### **Policy TSEC 14: New roads within development sites, or to provide access to development**

Where there is a requirement for new distributor roads or through routes as part of a development, adherence to the need to prioritise pedestrians, cyclists and public transport users will remain. This will include:

- Providing the highest possible standard of pedestrian, cycling and public transport infrastructure as part of the road where feasible and necessary.
- Discouraging speeding.
- Restricting through access for general motor traffic (unless specifically required as part of the development).
- Ensuring that there are safe and appropriate access arrangements to the adjoining public highway network and minimising the possibility of additional car traffic in the local area as a result of the new road.
- Road Safety Audits will be carried out as required and Highways Development Management Engineers will be involved in this process.

This policy applies to both roads that will be passed to the County Council through a relevant legal agreement and those that will remain in third party ownership.

### **Linked to achieving Objectives 1, 2, and 3**

**Policy TSEC 15: Road safety**

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. The County Council will:

- Implement road safety initiatives to reduce road traffic accidents based on evidence
- Acknowledge that there are different priorities for urban and rural locations
- Work towards road safety targets held locally and nationally
- Work to increase cycling and walking without increasing accidents

**Linked to achieving Objectives 2, 6 and 7**

**Policy TSEC 16: Air quality, carbon emissions and human health**

The County Council will work with key partners and transport operators and businesses to reduce transport related emissions of carbon and pollutants (in particular NOx, PM10 and PM2.5) to help achieve agreed targets and improve air quality.

**Linked to achieving Objectives 5 and 6**

**Policy TSEC 17: Protecting the environment**

The County Council will work with key partners including transport operators and businesses to reduce transport related emissions, to help protect and enhance the area's distinctive character and environment, while supporting sustainable growth and identifying solutions that will help to achieve longer term environmental benefits. As transport schemes are developed consideration will be given to the natural and historic environment.

**Linked to achieving Objective 5**

**Policy TSEC 18: Integrated transport**

The County Council and Partners will seek to provide sustainable infrastructure at transport interchanges in order to encourage sustainable journeys and reduce car vehicle trips and the demand for car parking.

**Linked to achieving Objectives 2, 4 and 5**

## 6. Improving the Transport network

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.

### The passenger transport network

The passenger transport network will connect major engines of growth along our main transport corridors, and the effects of congestion will be limited on the wider transport network. From a user perspective it will operate as a single system, whatever the combination of modes that are required to complete a journey. The need for interchange would be minimised, but where required, connections will be straightforward and timely.

We will work with developers to provide advice regarding passenger transport provision in new developments and to ensure connections with interchanges and hubs. Furthermore, the strategy will help to ensure that new developments make a contribution towards the passenger transport network.

Advances in technology will be utilised to ensure information about travel options is easily available. New and improved technology and broadband services will enable faster and simpler ticketing and booking systems to be put in place. This may be particularly useful for communities in rural areas to access Community Transport services. Technology may also reduce the need to travel and could facilitate people working from home.

It should be noted that this Strategy does not focus on the detailed operational issues of the passenger transport network in the district. The County Council works with partners and passenger transport operators to develop and improve passenger transport networks across the district and further afield. In more rural areas such as East Cambridgeshire it is less economically viable for commercial bus operators to run services. The County Council does support a number of services with a subsidy, however the funding available to subsidise services is ever decreasing. The County Council works with partners including local communities to ensure that subsidised services are delivering value for money and meeting the needs of local communities best they can. This is done through the work of Cambridgeshire Future Transport. More information is available online<sup>20</sup>.

### Rural transport services

For our large rural areas, the strategy recognises that the private car will often be the most viable option for many journeys. However, for those without access to a private car, the bus and community transport network is vitally important. The strategy will support rural bus services by helping to:

- Develop services designed by local communities that meet their needs;
- Ensure services provide better value for money;
- Better integrate health, education and social services transport.

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<sup>20</sup> [http://www.cambridgeshire.gov.uk/info/20051/transport\\_projects/465/cambridgeshire\\_future\\_transport](http://www.cambridgeshire.gov.uk/info/20051/transport_projects/465/cambridgeshire_future_transport)

It will result in locally led tailored transport solutions, in conjunction with the commercial bus network, which are appropriate to the area and meet the needs of local communities; there will not be a one size fits all approach to rural bus services. This flexible approach will enable the implementation of appropriate transport provision in rural areas, which could comprise of:

- Better local connections to main bus corridors and / or Park and Ride services;
- Demand Responsive Transport (DRT) such as Dial-a-Ride, including timetabled services at peak times;
- Taxi sharing schemes;
- Community / voluntary car schemes (more information community transport is provided below);
- Traditional bus services.

Alongside this approach, the following priorities have been set for rural areas:

- Working with service providers to be innovative in the way services are delivered locally, recognising that it is not simply about providing a transport service but as much about where, when and how the service is provided based on need.
- Reviewing local bus services when major developments come forward.
- Rural interchange sites on main bus corridors, with high quality waiting facilities, cycle parking, car parking (as appropriate to the site / service), stopping space for local community transport and taxis.
- Improved access to the rail network through new and enhanced cycle routes, increased cycle parking, pedestrian enhancements and bus links / interchanges
- Enhanced rail frequencies and more stops at rural stations.
- Making better use of technology and increasing broadband coverage to provide improved travel information and booking services for transport.

Total Transport<sup>21</sup> is a cross sector approach to the delivery of supported 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 scheme 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.

There are a number of different community transport schemes available in East Cambridgeshire. More information regarding them is available online<sup>22</sup>. The two main type of community transport available in the district are: Dial-a-ride services which provide a door to door service to dial-a-ride members and Volunteer car schemes which offer organised lifts to those needing to make essential journeys where no suitable public transport services exists.

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<sup>21</sup> <http://www.cambridgeshire.gov.uk/news/article/456/total-transport-set-to-change-the-way-we-travel>

<sup>22</sup> <http://www.cambridgeshire.gov.uk/info/20123/community-transport>

## The rail network

There is great potential to achieve further increases in rail travel. To achieve this we will:

- Build the case for opening new railway stations and railway lines, and for improvements to existing stations;
- Support Network Rail / Department for Transport (DfT) plans for improved rail frequencies and faster journey times;
- Support new track infrastructure, electrification of existing railway lines and the provision of enhanced rolling stock;
- Improve sustainable access to railway stations e.g. cycle routes, footways, bus routes and cycle parking facilities.
- Engage with rail operators as improvements are brought forward through franchise agreements.



Image of track between Ely and Soham courtesy of Network Rail

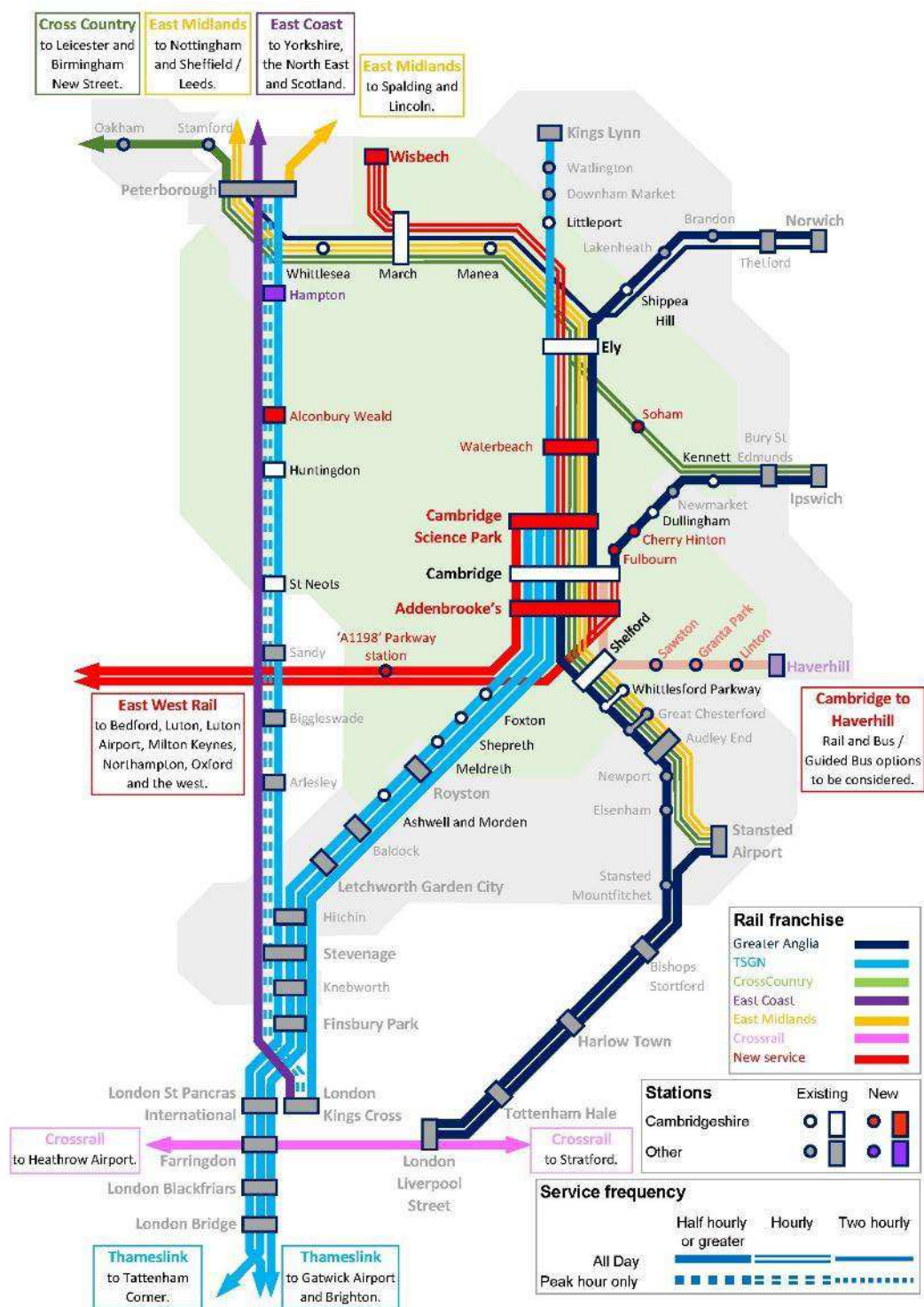


Figure 6 Future planned Rail Network - Cambridgeshire Long Term Transport Strategy (2014)

There are a number of key rail schemes 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. In November 2015 the Hendy Review<sup>23</sup> 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.

<sup>23</sup> <https://www.networkrail.co.uk/Hendy-review/>



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.

Projects to be delivered in Control Period 5 in East Cambridgeshire are:

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 2019."

Projects to be delivered in Control Period 6 in East Cambridgeshire are:

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 improvements to services on the Cambridge to Kings Lynn corridor as soon as practicable."

And Ely to Soham Doubling- to increase capacity for freight on the Felixstowe to Nuneaton route.

The Soham Station Project is currently being developed by the County Council and East Cambridgeshire District Council. Network Rail have been commissioned to carry out a GRIP 3 Options Selection Study- which will select a preferred option for the station. This is due to be concluded in early 2017. Alongside the Options Selection Study the business case for the station is being developed.

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. Work carried out to date has highlighted that the Ely North Junction and associated Ely Area Capacity Enhancements are vital to bringing forward improved train services – (passenger and freight). There are a number of other rail infrastructure improvements which require Ely North Junction to be in place otherwise this junction will remain a key constraint, and the full benefits of other infrastructure improvements will not be realised...

The Ely North Task Force, made up of local authorities and other key organisations, is working to bring forward these improvements as soon as possible. The benefits that the Ely North Junction and Ely Area Capacity Enhancements would be seen much more widely than just East Cambridgeshire. .

## **The cycle and pedestrian networks**

Greater levels of walking and cycling are critical if existing traffic problems are not to be exacerbated and investment in the cycle and pedestrian network is therefore one of the key investment priorities in this strategy. The benefits of walking and cycling reach much further than simply keeping additional vehicles off the road; walking and cycling contribute to the health agenda, and can provide those without access to a car or a good public transport service to take advantage of opportunities to access employment, training and other essential services.



Photo – Reach – Lode Cycle Bridge

We will look to increase the levels of walking and cycling trip in East Cambridgeshire:

- Increase walking and cycling levels in Ely and its hinterland by enhancing and adding to the current networks.
- Develop the cycle network in and around Ely, providing greater opportunity for cycling to replace the use of the private car for more trips into the city.
- Provide greater opportunity to walk and cycle in Soham and Littleport by enhancing their pedestrian and cycle networks, with higher quality links to more key destinations.
- 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.
- Develop a comprehensive longer distance cycle network across the district.
- To enhance cycle parking provision across the county, recognising that the lack of secure areas to park a bicycle can be a deciding factor in the choice to cycle.
- Ensure that developments in all areas of the county provide high quality linkages into existing pedestrian and cycle networks, and to key destinations where new links are needed.
- 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

We will seek to raise the standard of provision so that walking and cycling will be a more obvious choice for many more medium and longer-distance trips, for either the whole or part of the journey.

Where possible we will seek to segregate cyclists from general traffic, particularly on the main transport corridors and on busier rural routes. However, there are areas where road provision will be the most appropriate solution for cyclists. In practical terms, there is a balance between usability, convenience, traffic and safety concerns that needs to be considered. Safe but inconvenient off-road routes are often not well used.





Photo – On-road cycle lane at junction of Downham Road / Egremont Street, Ely

## Walking and Cycling for Leisure and Public Rights of Way

Providing access for leisure purposes is vital for improving the local economy, promoting health and mental wellbeing as well as enabling community cohesion. By providing conveniently located off-road routes for walking and cycling, access for leisure as well as for employment and services will be promoted.

A number of key visitor areas are located around East Cambridgeshire, which when paired with enhanced pedestrian and cycle access and Smarter Choices could lead to more visitors arriving by foot or other sustainable modes for all or part of the journey. East Cambridgeshire is primarily a rural district, which naturally lends itself to providing access to green spaces for leisure purposes, particularly through the good network of PROW provision already in the district. Despite this percentage of PROW with Bridleway status or higher is lower in the East Cambridgeshire than in other areas of the UK, even though East Cambridgeshire has one of the strongest equestrian communities in the UK. Therefore, in order to provide suitable access for all user groups, we will work to increase the number of Public Rights of Way (PROW) with Bridleway designation in East Cambridgeshire.

The County Council Rights of Way Improvement Plan (ROWIP) provides a list of possible solutions to the challenges faced and a future programme of improvements for PROW across Cambridgeshire. The TSEC will help to implement these and tackle the specific challenges in East Cambridgeshire by:

- Improving and extending routes, and completing missing links, especially between communities.
- Increasing the number of PROW with Bridleway status or higher.
- Working with land owners to formally designate new routes.

- Considering equestrian needs during scheme development.
- Ensuring that new communities formed through the planning process are linked into the existing PROW network, and that these links are of the same status.
- Promoting the funding opportunities which can ensure that existing routes around new developments are upgraded to allow access for walkers of all abilities.
- Ensuring that any new infrastructure improvements are considered on a site by site basis to cater for local needs and preferences.
- Providing safe alternative routes to access the current PROW network.

We will help promote recreational travel in East Cambridgeshire:

- Promote walking in the countryside through publicity and joint projects including guided walks and organised events.
- Seek cycle parking opportunities at key sites, especially alongside the development process.
- Promote cycling routes through publicity, education and events.
- Provide cycle training opportunities for school age children and adults.

The strategy recognises the importance of the Cambridgeshire Local Access Forum as an independent advisory body which works with the County Council to improve enjoyment of the Cambridgeshire countryside whilst safeguarding its future. More information on the Cambridgeshire Access Forum is available online<sup>24</sup>.

## The road network

This strategy does not generally prioritise major increases in capacity for car trips, and reflects that the provision of additional road capacity along some of our major transport corridors would be difficult or impossible to match with additional capacity within Cambridge and the market towns. Nonetheless, there are a number of areas on the strategic and primary route network that require measures to be introduced for capacity reasons, with a particular emphasis on longer distance trips. These include:

- The A14 Trunk Road in the south of the district, including junctions 37 and 38
- The A10 connecting Cambridge, Ely, Littleport and Downham Market
- The A142 connecting Chatteris to Newmarket via Ely
- The A1123 which offers a connection for villages in the district to Huntingdonshire.

In the more sparsely populated or remote areas of the county, the car will be the mode of choice for all or part of many trips. However, new and upgraded transport interchanges – railway stations, park and ride, kiss and ride – will encourage more car trips to transfer to the passenger transport network at an earlier stage in the journey. Improvements to the accessibility of those interchanges will also be required and an efficient strategic road network is needed to maintain accessibility for rural populations.

The strategy will support the use of measures which reduce inappropriate through traffic in our towns and villages and encourage all traffic to use the most appropriate route, with a

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<sup>24</sup> [http://www.cambridgeshire.gov.uk/info/20012/arts\\_green\\_spaces\\_and\\_activities/559/local\\_access\\_forum](http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/559/local_access_forum)

particular focus on Heavy Commercial Vehicles (see below). The strategy will consider measures or mechanisms to keep strategic traffic on the strategic road network.

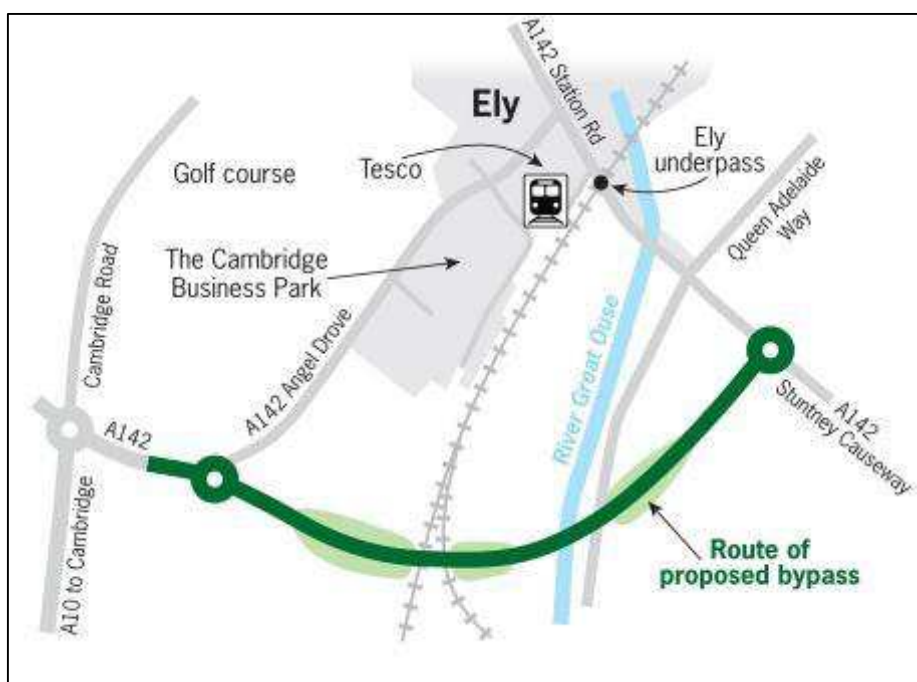


Figure 7– Ely Southern Bypass

## Freight movements and Heavy Goods Vehicles (HGVs)

The efficient movement of road and rail freight is essential to our economy and prosperity, with the demand for goods continuing to increase over the next 20-30 years. This will lead to increased freight traffic.

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.

Road freight and the use of inappropriate routes can have considerable impacts on villages in the county. 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,

This Strategy supports the transfer of more freight onto the rail network, and the improvements being made to the line between Newmarket and Peterborough through East Cambridgeshire as part of Network Rail's Felixstowe to Nuneaton (F2N) route improvements. This work will allow for a quadrupling of rail freight traffic through the county, and remove some pressure from the A14 Trunk Road, which would otherwise take much of this traffic. Schemes to remove level crossings on the A142 at Ely address the local impacts of increased use of the rail network and show the strong commitment of the local authorities to the better use strategic rail freight link.

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. This will involve avoiding local village routes where HGV's do not have a legitimate reason to travel along that road. The Strategy aims to minimise and mitigate the environmental impact of HGVs and address safety issues for all users of the network. The strategy will also need to balance the needs of local communities and haulage operators.

Cambridgeshire County Council has a HGV Policy<sup>25</sup> which aims to balance the needs of local communities with the requirements of lorry operators. It explains that the police are responsible for the enforcement of weight restrictions and the difficulties with restricting HGVs from using the road network. The process for implementing an HGV restriction is outlined. Such a restriction is currently being investigated in the Sutton – Earith – Aldreth – Wilburton diamond area.

The Cambridgeshire County Council HGV policy also includes the Cambridgeshire Advisory Freight Map<sup>26</sup>; we aim to better manage HGV traffic by giving freight companies information on appropriate routing when planning their journeys

In addition, as part of planning agreements we will work with the operators and the District Council to ensure that all new and existing planning permissions involving general haulage HGV operation contain planning conditions which encompass routing and time of day agreements, which ensure that freight operators are using the most appropriate routes for their journeys and minimising impacts on local communities.

We will also explore the use of faster broadband and improved ICT to improve freight efficiencies, logistics and fleet management. 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.

## Improving Road Safety



In Cambridgeshire the number of collisions involving car occupants, motor cycles and pedestrians which have resulted in people being killed or seriously injured has generally

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<sup>25</sup>[http://www.cambridgeshire.gov.uk/info/20081/roads\\_and\\_pathways/113/heavy\\_vehiclesabnormal\\_loads\\_on\\_the\\_road](http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/113/heavy_vehiclesabnormal_loads_on_the_road)

<sup>26</sup>[http://www.cambridgeshire.gov.uk/downloads/file/87/cambridgeshire\\_freight\\_map](http://www.cambridgeshire.gov.uk/downloads/file/87/cambridgeshire_freight_map)

decreased since 2005. However the number of collisions involving pedal cycles has slightly increased.

In 2015, 8% of the total combined Cambridgeshire and Peterborough casualty record occurred in East Cambridgeshire. This equates to a total of 198 casualties, 8 of which were fatal and 34 were serious.

As part of the Cambridgeshire and Peterborough Road Safety Partnership (CPRSP), we consider every death and life changing injury on Cambridgeshire and Peterborough's roads or to a Cambridgeshire or Peterborough resident as being one too many. The impact of accidents is devastating for everyone involved and impacts last for years past the event, both physically and psychologically, and it is recognised that the social and economic burden of road casualties is felt much wider than just those immediately involved in the collision. As such, working towards a safer road network is one of the key objectives of the strategy.

The CPRSP has produced a 5 year strategy which details the vision to prevent all road deaths across Cambridgeshire and Peterborough and to significantly reduce the severity of injuries and subsequent costs and social impacts from road traffic collisions. The following groups have been identified as the key priorities for intervention at the outset of this strategy:

- Collisions involving young people
- Collisions involving pedal cycles
- Collisions involving motorcycles
- Collisions on rural roads (including inappropriate speed)

As part of this partnership we will work to improve road safety in East Cambridgeshire to achieve the three targets adopted by CPRSP to achieve this vision:

- To reduce the number of people killed or seriously injured (KSI) in collisions by at least 40% by 2020.
- To reduce the number of children killed or seriously injured in collisions by at least 40% by 2020.
- To reduce the number of cyclists and pedestrian killed or seriously injured in collisions by at least 40% by 2020.

This Partnership recognises that social and economic costs of road collisions extends to wider provision not previously associated with typical road safety programmes, such as victim support and rehabilitation and has therefore sought a new model for the delivery of a "holistic approach" to road safety. This includes preventing collisions, particularly through road safety campaigns including initiatives such as BikeSafe and Drive to Arrive; as well as analysing data and reducing the impact of collisions.

We will also help ensure that school age children can access schools safely and sustainably through the development of School Travel Plans, the aim of which is to reduce car use for school journeys and adopt a more sustainable approach to getting to school by walking and cycling thereby increasing independence, health and fitness. These School Travel Plans enable schools to identify and address problems that often form barriers to sustainable travel to school. Cambridgeshire County Council has signed up to the National



Modeshift STARS<sup>27</sup> school travel planning scheme. It is the only national accreditation scheme for rewarding sustainable school travel plans.

The CPRSP strategy outlines a number of aims and objectives in order to meet the agreed targets for casualty reduction by 2020. These include:

#### *Aims*

- To prevent road users from being killed or seriously injured (KSI) through enabling behaviour change, delivering better education and delivering road engineering schemes
- To reduce the social impact of road casualties, at an individual, family and community level
- To reduce the cost to public agencies in dealing with the impact of road collisions including identifying invest
- To undertake targeted road safety enforcement as part of a strategy to reduce KSI's
- To develop a financially sustainable model of delivering road safety activity across Cambridgeshire and Peterborough

#### *Objectives*

- To reduce year on year the numbers of people KSI on Cambridgeshire and Peterborough roads
- To support the victims of road collisions and reduce the social impact for individuals, families and communities
- To identify high risk road users and deliver targeted initiatives to prevent collisions
- To identify high risk collision locations and develop preventative measures (including road engineering solutions) to decrease the risk of future collisions
- To share data and intelligence across public agencies to prevent future road collisions
- To work across the police tri-force area to identify methods of reducing partnership costs.

The Country Council monitors road accidents to identify high risk locations and routes so funding can be prioritised in the most effective way.

## **Technology**

In East Cambridgeshire, over 13% of people worked from home in 2011<sup>28</sup>. To build on this, we will make better use of ICT, faster broadband and communications technologies. Adequate broadband, ICT and training is needed to facilitate increased levels of teleworking, helping to reduce the need for personal travel. Furthermore, increased availability of video conferencing will help to reduce business mileage.

Enhanced internet and broadband access will also be important for improving accessibility. For example, the internet is an important channel for matching employers to job seekers.

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<sup>27</sup><https://modeshiftstars.org/>

<sup>28</sup> 2011 Census



Furthermore, teleworking could be an option for those who would otherwise be unable to access the labour market, for example people with disabilities and carers.

Connecting Cambridgeshire is working to spread superfast broadband across Cambridgeshire, more information on their work can be found at their website: <http://www.connectingcambridgeshire.co.uk/>

Technology will also be utilised to enhance the standard and availability of information about travel options as well as helping to improve booking options and ticketing systems for passenger transport services, car sharing schemes, and other transport services. Improvements in travel information can enable drivers to make informed decisions and minimise delays.

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.

## **Influencing travel choices and behaviour**

### **Smarter Choices**

The Smarter Choices strategy approach is aimed at influencing the travel behaviour of people that live in, work and visit East Cambridgeshire by providing information on alternative travel options in order to reduce the reliance on private car travel.

Although Smarter Choices measures are identified in this section specifically, behavioural measures have a crucial part to play in order for the full benefits of the wider transport strategy to be realised.

The twin elements of the Smarter Choices approach are:

- Promoting the different travel options available to people that live, work and visit East Cambridgeshire.
- Raising awareness of the positive impacts of travel by sustainable modes.

Smarter choices are measures that aim to encourage environmentally sustainable travel by influencing individual travel behaviour, they can also contribute towards the transition to low carbon living.

For Smarter Choices measures to have the greatest effect, the benefits need to be 'locked in' with other sustainable transport initiatives, such as improved walking routes, cycling facilities, bus priority measures and parking controls.

**Walking & Cycling**

**How long does walking really take?**  
For short trips of less than a quarter of a mile (5 minutes walk) it will almost certainly be quicker to walk than to drive.\*  
People often overestimate how long it will take to get around by foot, but underestimate the time it takes to drive. Research shows that most car trips take 5 minutes to go nowhere! This is the time it takes to get the car started, on to the road, find a parking space and then walk to the final destination.  
Why not try walking to your local shops and see how long it takes you?

**Time spent walking and cycling is quality time**  
Walking relaxes us and helps us arrive at our destination fresher and more alert.

**It's great for the environment**  
Walking 30 minutes a day (or approximately 1.5 miles) instead of driving saves around 130kg of carbon dioxide a year and reduces other harmful emissions.

**It can make the streets feel safe**  
Pedestrians are the eyes and ears on the street. People feel safer when others are around.

**It's sociable**  
Walking is a great way to bump into friends and neighbours and cycling is a fun way to spend time with friends and family.

**It supports local shops**  
How many local shops have you used in the past week? If we walk or cycle, we're more likely to use local shops than drive further afield.

**Walking and cycling are healthy**  
Walking for 20 minutes burns about 82 calories. Walk 20 minutes a day, 5 days a week and it burns the equivalent calories of approximately 2 chocolate bars. Cycling for 20 minutes at 10mph burns about 95 calories.

**Walking for 20 mins 5 days a week burns 410 calories - the equivalent of 2 chocolate bars**

\*For an average fit person. This is someone who walks 5 miles per hour.

Extract from Ely Active Travel leaflet and map

Lack of information often presents a barrier to the uptake of sustainable travel, therefore improving sustainable travel awareness is very important to achieving modal shift, reducing carbon dioxide emissions and improving air quality. Travel awareness campaigns encourage people to consider their own travel behaviour and increase acceptance of the need to reduce car use.

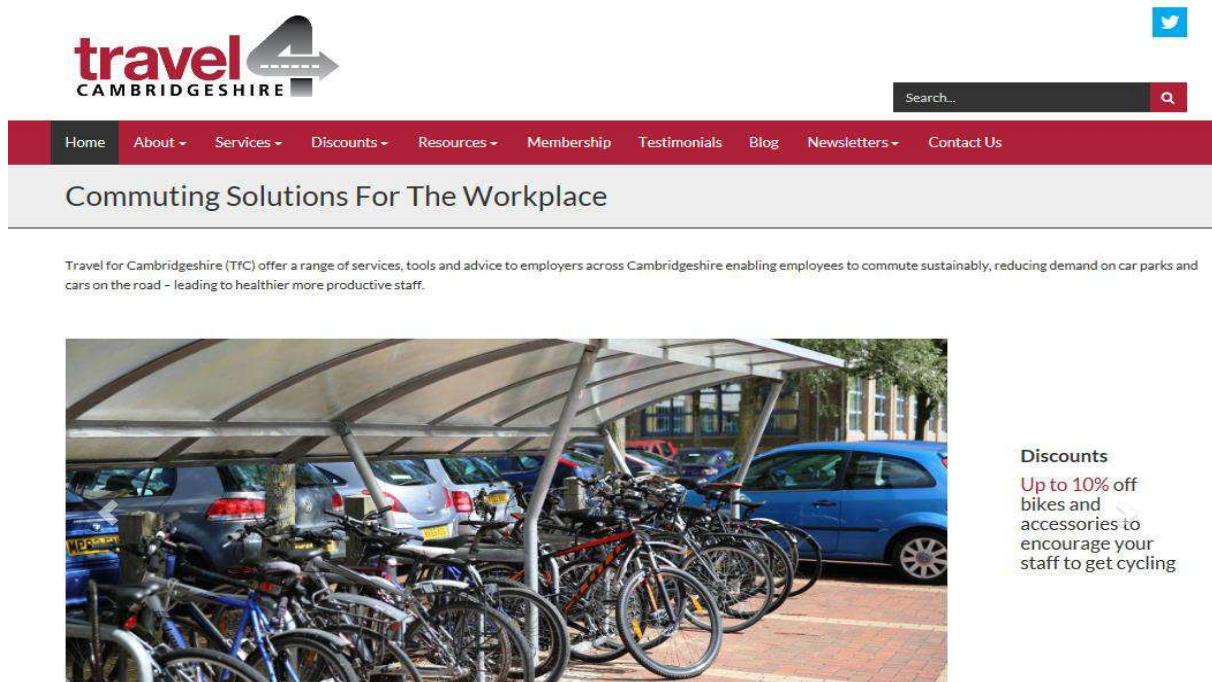
The strategy will build on existing Smarter Choices related programmes that are being rolled out in East Cambridgeshire at present and in the near future:

- The Local Transport Plan (2011-2026) focuses on a wide range of smarter choices including workplace and residential travel planning, raising awareness of the different transport choices available to people, and promoting car sharing and car clubs
- Cambridgeshire County Council's Local Sustainable Transport Fund programme (LSTF) set out a range of Smarter Choices measures implemented in Ely. Specifically the programme focused on travel to the workplace. The strategy approach set out in this section will look to build upon the measures programmed for Cambridge beyond the 2014/15 LSTF period.

#### Menu of Smarter Choices Measures

- Workplace, school and residential travel planning.
- Promotion and operation of car sharing initiatives, Car clubs and locally led transport solutions.
- Sustainable travel information and raising awareness.
- Journey planning tools.
- Flexible working initiatives.
- Technology such as electric vehicle charging infrastructure.

- The Travel for Cambridgeshire Partnership<sup>29</sup> assists developers and employers with developing sustainable and effective travel initiatives including travel plans, cycle training and loan schemes.



*The Travel for Cambridgeshire website*

- CamShare<sup>30</sup> is a car sharing service which provides opportunities for people who live or work in Cambridgeshire to share journeys. CamShare operates a website which provides information and opportunities for car sharing. In addition Camshare operates BikeBUDI<sup>31</sup>, a tool to connect experienced cyclists and those wanting to know the best cycle routes.
- 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.

## Sharing information

Timely information using the data we collect can help people plan their journeys or make decisions during their journey that in turn helps make the most efficient use of the network. The County Council has online tools - such as SmartTravel Cambridgeshire<sup>32</sup> - to help people compare various modes of transport when planning their journey, and to see real time traffic information to help inform the way they travel. These initiatives will continue to play a significant role in the future, as Council services shift towards a “digital first” approach. Such tools can help promote sustainable and well-planned transport, and improve understanding of customer needs.

In combination with other traffic and weather information, the information the Integrated Highway Management Centre collects can be used to inform people already out on the

<sup>29</sup> <http://www.travelcambs.org.uk/>

<sup>30</sup> <https://camshare.liftshare.com/default.asp>

<sup>31</sup> <https://camshare.liftshare.com/bikebudi.asp>

<sup>32</sup> <http://www.smarttravelcambs.co.uk/>

transport network of any problems or issues in real time. Variable Message Signs (VMS), car park information signs and social media in the form of Twitter all help the travelling public to make informed decisions about their journey, which in turn can help the network operate more efficiently.

Significant investment has also been made into real-time passenger information for public transport. Developing this further, a live traffic webpage will soon become available, that can be accessed easily so that people can be kept up to date on whether they are at their desk or already out on the road.

## Further work to develop the Transport Strategy for East Cambridgeshire

There are areas where a more detailed consideration of the wider issues raised by traffic growth and route choices on a transport network coping with major growth is needed. Detailed study work will be undertaken in the long term looking at a number of areas, including:

- Improvements to the A10 between Cambridge and Ely. The A10 North Study is focused on the corridor between Ely and Cambridge. The objective of the study is to identify transport improvements required on the corridor to meet existing capacity issues and the future likely impacts from major growth at Ely, Waterbeach and Cambridge Northern Fringe East. The study will complete in 2017 and preferred options will be considered by the City Deal Executive Board as part of the Tranche 2 (post 2020) prioritisation for funding from the City Deal. Investigations into the A10 North of Ely to Kings Lynn are also going to take place to look at the economic case for improving this route. This study is expected to be completed in 2017.
- Working with partners in Suffolk and the Highways England to conduct a review of potential improvements to junctions on the A14, including but not limited to junctions 37 and 38

In looking at these issues, the strategy will seek to take a holistic view of the areas, recognising that to address individual problems in isolation may lead to greater problems elsewhere. We will seek to avoid interventions that move problems from one part of the transport network to another.

## Funding

To make best use of budgets, the County Council has produced a Highways Asset Management Strategy<sup>33</sup> which identifies the approach to maintaining the county's local highway network including cycle and footways, 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.

A key challenge for the new strategy will be ensuring that it is achievable within the funding that is likely to be available over time. At the same time, it is important that the needs and aspirations of transport users are reflected, as this gives a strong basis on which to seek additional funding and lobby for improvements.

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<sup>33</sup> 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](http://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/4)



The current funding environment is challenging. It is important to maintain a level of realism over what might be delivered in the current funding environment; but a strategy which outlines a realistic assessment of the needs of the area is necessary. A strategy that is constrained by known funding will not provide the evidence base to support calls for investment. An ambitious strategy is therefore presented, as without this ambitious action plan, investment plans will take longer to deliver.

Funding is a key consideration and it is acknowledged that there are challenges given the current financial climate. However, despite this there is recognition of the need to be clear on aspirations for this area which is one of the highest performing areas in the country, to help secure investment towards transport infrastructure as a key enabler of growth.

### **Local Transport Plan funding from government**

The County Council receives Local Transport Plan funding for small scale transport improvements from government. In 2014/15, this funding is likely to be in the region of £5.7 Million for all of Cambridgeshire. However the level of grant funding received from this source is likely to significantly reduce from 2015/16 as money is top sliced by government into the Single Local Growth Fund – see below.

### **Funding from development**

The Transport Strategy supports committed and planned growth and as such funding from development will be critically important to help deliver the strategy. Funding from Section 106 of the Town and Country Planning Act 1990 will be used to deliver site specific infrastructure and to improve and mitigate the impacts of growth proposals. This funding can only be used for improvements which are directly impacted by the development.

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 this is a levy that local authorities can choose to charge on new developments in their area. The money raised will help to fund the key infrastructure related to growth, and priorities will need to be established as CIL funding won't be sufficient to cover the full list of infrastructure requirements.

### **Community Infrastructure Levy (CIL)**

CIL is a levy that local authorities can choose to charge on new developments in their area. It was introduced through the Planning Act 2008. The money raised from CIL is used to contribute towards the cost of infrastructure that it will rely upon, such as schools and roads. CIL is charged at a rate per square meter which varies for different locations and development types in East Cambridgeshire.

For schemes to be funded by CIL they have to be listed on a Regulation 123 list, schemes on this list cannot be funded via section 106 planning obligations this is to ensure no duplication or double funding between the two types of developer contributions.

The Regulation 123 list can be reviewed and updated regularly and the inclusion of a project or scheme does not mean there is a commitment of funding in whole or part.

Below is a copy of the East Cambridgeshire CIL Regulation 123 List as of 13.09.2016

Infrastructure Type	Category	Project
Education	Strategic	Littleport Schools
Sport & Leisure	Strategic	District Leisure Centre
Transport	Strategic	Soham Railway Station
Transport	Strategic	Ely Southern Bypass
Health	Strategic	Health Facilities
Education	Major	Children's Centre (serving North Ely Development)
Sport & Leisure	Major	North Ely Country Park
Health	Major	Staploe Medical Centre Improvements
Transport	Major	Angel Drove Commuter Car Park
Transport	Major	Littleport Station Car Park
Transport	Major	Lode to Quay Cycle Path
Transport	Major	Wicken-Soham-Ely Cycle Path
Strategic Waste	Major	Witchford Household Recycling Centre

**Table 6 East Cambridgeshire CIL Regulation 123 List as of 13.09.2016**

It should be noted that the table is in no particular order and no priorities have been identified.

More information regarding CIL in East Cambridgeshire can be found online.<sup>34</sup>

### **Local major scheme funding from Government- Local Growth Fund- Growth Deal**

The majority of major transport schemes (schemes greater than £2m in cost) will be funded through Growth Deal funding. The Local Growth Fund brings together resources to support housing, transport and skills and includes funding for major transport schemes (approximately over £2m). In the GCGP LEP area the Local Growth Fund is managed by the Local Transport Board, which is in the process of becoming the Local Transport Panel. Government Allocated £2bn for the Local Growth Fund across the country for the year 2015/16 to 2020/21.

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<sup>34</sup> <http://www.eastcambs.gov.uk/planning/community-infrastructure-levy>



To gain Local Growth Funding a Strategic Economic Plan has to be developed by the LEP. The Local Transport Board and Local Authorities supported the LEP in creating the Strategic Economic Plan. More information about the Growth Deal, Local Growth Fund and the Strategic Economic Plan can be found on the LEP's website<sup>35</sup>. So far there have been two rounds of Growth Deal funding and it is expected that a third will be announced towards the end of 2016. In East Cambridgeshire, Ely Southern Bypass and Soham Station have been allocated Growth Deal funding.

### Other funding opportunities

The County Council takes a proactive approach to securing funding from external sources towards priorities across the County. Opportunities to fund specific schemes or programmes from Government or from European funding (subject to availability in the future) have and may continue to be available. For example, the Local Sustainable Transport Fund and the Better Bus Areas Fund allocated a total of £6.7 Million to programmes in Cambridgeshire in the three year period to March 2015.

In areas such as rail, where there is an income stream as well as a capital cost associated with infrastructure or service investment, there are commercial opportunities that may allow investment to be made.



Photo – Sutton – Witchford cycle path funded by Local Sustainable Transport Fund (LSTF)

### Summary of possible funding for the action plan

- LTP funding- The integrated transport block provides capital funding which is used primarily for relatively small scale physical improvements to the local transport network
- District Council and Parish Council funding / contributions towards schemes. District, City, Town and Parish Councils sometimes contribute funding towards the delivery of transport infrastructure and services that help them deliver local priorities in their areas.
- Local Highways Improvement Initiative (LHI)<sup>36</sup> 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.

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<sup>35</sup> <http://www.gcgp.co.uk/local-growth-strategy/>

<sup>36</sup> [http://www.cambridgeshire.gov.uk/info/20081/roads\\_and\\_pathways/118/improving\\_highways](http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/118/improving_highways)

- Developer funding- Community Infrastructure Levy (CIL) and S106 funding negotiated from developers towards schemes to mitigate the impacts of development proposals on the transport network. It should be noted that for a scheme to be able to be funded via CIL it needs to be on the CIL Reg 123 list. More information around this process and CIL is available on East Cambridgeshire District Councils website<sup>37</sup>.
- Local Growth Fund (LGF) - Started in 2015/16 to support projects which support and help drive economic growth. A significant amount of the funding is being allocated from Department for Transport Major Schemes Funding. Government is keen to ensure that Local Economic Partnerships (LEPs) are at the forefront of driving forward economic growth and are devolving responsibilities and funding to LEP's through a new £2bn per annum (Single) Local Growth Fund.

Much of the LGF is funding for housing, transport and skills that would have been allocated on a grant basis but now will have to be bid for on a competitive basis. In order to secure the competitive-based funding LEP's have developed a bid, expressed as a Strategic Economic Plan (SEP)<sup>38</sup> which clarifies economic growth ambitions. A key criterion for assessing eligibility for funding is to assess economic benefits. The first round of LGF was announced in June 2014<sup>39</sup> and a second round was announced in January 2015<sup>40</sup>.

- Grant funding from other sources- Other opportunities to fund transport measures may occur, particularly where the interventions achieve wider social, environmental or economic benefits. Possible sources included future Local Growth Fund, European funding (subject to availability in the future), funding from government departments other than the Department for Transport, and funding from local stakeholders.
- Devolution – More information around devolution is mentioned in the planning and wider context section. As the devolution deal is yet to be finalised it is hard to predict the impact it will have on transport funding but it is likely to have a major impact on how transport schemes will be funded in the future and the current deal highlights a number of transport schemes within East Cambridgeshire.

## Prioritisation and delivery of the strategy programme

The County Council will work with East Cambridgeshire District Councils to prioritise the schemes that are required to directly facilitate the delivery of housing and jobs growth contained in the East Cambridgeshire Local Plans. Once prioritised and funding has been identified for delivery schemes, will be added to the Transport Delivery Plan (TDP) which acts as the implementation plan for the delivery of major schemes, cycleways, minor improvements and maintenance derived from the Local Transport Plan and other funding

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<sup>37</sup> <http://www.eastcambs.gov.uk/planning/community-infrastructure-levy>

<sup>38</sup> <http://www.gcgp.co.uk/local-growth-strategy/>

<sup>39</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/398855/13\\_Greater\\_Cambridge\\_Greater\\_Peterborough\\_Growth\\_Deal.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/398855/13_Greater_Cambridge_Greater_Peterborough_Growth_Deal.pdf)

<sup>40</sup> [https://www.gov.uk/government/uploads/system/uploads/attachment\\_data/file/398855/13\\_Greater\\_Cambridge\\_Greater\\_Peterborough\\_Growth\\_Deal.pdf](https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/398855/13_Greater_Cambridge_Greater_Peterborough_Growth_Deal.pdf)

streams<sup>41</sup>. As funding for the TDP is limited, schemes go through a prioritisation based on County Council priorities and feasibility. Schemes funded through development will be delivered as appropriate developments come forward.

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.

## Monitoring and review

### Monitoring of outcomes

Schemes within the strategy will be monitored in a number of ways. Examples include:

- Selected schemes will be subject to before and after monitoring of usage.
- Monitoring the environmental impact including the impact on biodiversity, trends in air quality and how many schemes contribute to the Green Infrastructure Strategy.
- Monitor the impact on public health including mortality rates and reasons and the number of people using active transport.
- Monitoring of the speed of traffic on the road network.
- Monitoring of trends in the number of road accident casualties.
- Annual monitoring of trends in transport on the wider network will also inform consideration of progress towards the aims and desired outcomes of the strategy.

The monitoring of overall progress and of individual schemes will inform the on - going review of the strategy. Traffic is monitored in the market towns in the county and on roads in East Cambridgeshire. An annual monitoring report by the County Council and road traffic data is available on the County Council's website<sup>42</sup>.

### Review of the strategy

As noted above, this strategy takes a long term view. It should be capable of evolving to reflect any change in circumstances, and to remain current and relevant.

A forward programme of between eight and ten years will be maintained. The whole programme will be reviewed at least once every two years. These reviews will:

- Ensure that there is a pipeline of schemes for delivery that reflects the availability of known funding in the medium term.

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<sup>41</sup>[https://www.cambridgeshire.gov.uk/info/20006/travel\\_roads\\_and\\_parking/66/transport\\_plans\\_and\\_policies/4](https://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/4)

<sup>42</sup> [http://www.cambridgeshire.gov.uk/downloads/file/175/traffic\\_monitoring\\_report](http://www.cambridgeshire.gov.uk/downloads/file/175/traffic_monitoring_report)

- Ensure that progress towards the delivery of the strategy is reflected accurately and robustly, and that any variances are accounted for in the forward programme.
- Reflect on the monitored outcomes of schemes that have been delivered, and consider any changes to the forward programme as a result that might lead to more positive outcomes to be achieved.
- Consider whether the monitored outcomes of schemes, and progress towards the delivery of the programme would lead to the consideration of changes to the strategy to reflect the effectiveness of interventions to date.

In addition, on an on-going basis, the strategy will be kept under review to:

- Reflect on wider societal or regulatory changes that might require different strategy approaches to be taken.
- Reflect on progress toward the delivery of planned housing and jobs growth, and any changes that might be needed to support the growth agenda.
- It is important that the strategy is not seen as a barrier to the exploiting of future opportunities that might occur. Rather, the strategy should be capable of evolving and should seek to take advantage of any such opportunities.

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## 7. References

Source Documents	Location
Forest Heath – Single Issue Review	<a href="http://www.westsuffolk.gov.uk/planning/Planning_Policies/local_plans/fh-single-issue-review-sir-of-core-strategy-policy-cs7.cfm">http://www.westsuffolk.gov.uk/planning/Planning_Policies/local_plans/fh-single-issue-review-sir-of-core-strategy-policy-cs7.cfm</a>
Kings Lynn and West Norfolk – core strategy	<a href="https://www.west-norfolk.gov.uk/info/20092/core_strategy">https://www.west-norfolk.gov.uk/info/20092/core_strategy</a>
East Cambridgeshire Objectively Assessed Housing Needs	<a href="http://www.eastcambs.gov.uk/sites/default/files/ECDC_OA_N-Update_08-02-2016.pdf">http://www.eastcambs.gov.uk/sites/default/files/ECDC_OA_N-Update_08-02-2016.pdf</a>
East Cambridgeshire District Full Council meeting in July 2015	<a href="http://www.eastcambs.gov.uk/meetings/council-16072015">http://www.eastcambs.gov.uk/meetings/council-16072015</a>
East Cambridgeshire Local Plan review	<a href="http://www.eastcambs.gov.uk/local-development-framework/local-plan-review">http://www.eastcambs.gov.uk/local-development-framework/local-plan-review</a>
Ely Modelling Study- Forecasting & Option Testing Report Volume 1 Volume 2 Identification & Testing of Transport Measures	<a href="http://www.eastcambs.gov.uk/sites/default/files/mpvol1.pdf">http://www.eastcambs.gov.uk/sites/default/files/mpvol1.pdf</a> <a href="http://www.eastcambs.gov.uk/sites/default/files/mpvol2.pdf">http://www.eastcambs.gov.uk/sites/default/files/mpvol2.pdf</a> <a href="http://www.eastcambs.gov.uk/sites/default/files/mpvol3.pdf">http://www.eastcambs.gov.uk/sites/default/files/mpvol3.pdf</a>
East Cambridgeshire Local Plan Transport Tests – Model Results, Assumption and Details of Runs	<a href="http://www.eastcambs.gov.uk/sites/default/files/Transport%20Modelling%20Report%20(oct12).pdf">http://www.eastcambs.gov.uk/sites/default/files/Transport%20Modelling%20Report%20(oct12).pdf</a>
Third Cambridgeshire Local Transport Plan	<a href="http://www.cambridgeshire.gov.uk/info/20006/travel_road_s_and_parking/66/transport_plans_and_policies">http://www.cambridgeshire.gov.uk/info/20006/travel_road_s_and_parking/66/transport_plans_and_policies</a>
Cambridgeshire Long Term Transport Strategy	<a href="http://www.cambridgeshire.gov.uk/info/20006/travel_road_s_and_parking/66/transport_plans_and_policies/4">http://www.cambridgeshire.gov.uk/info/20006/travel_road_s_and_parking/66/transport_plans_and_policies/4</a>
The Rights of Way Improvement Plan	<a href="http://www.cambridgeshire.gov.uk/ltp">http://www.cambridgeshire.gov.uk/ltp</a>
Cambridgeshire Health and Wellbeing Strategy 2012-2017	<a href="http://www.cambridgeshire.gov.uk/info/20004/health_and_keeping_well/548/cambridgeshire_health_and_wellbeing_board">http://www.cambridgeshire.gov.uk/info/20004/health_and_keeping_well/548/cambridgeshire_health_and_wellbeing_board</a>
Cambridgeshire and Peterborough Road Safety Partnership Strategy 2015-2020	<a href="http://www.cambridgeshire.gov.uk/cprsp/info/1/home/1/about_the_cprsp/3">http://www.cambridgeshire.gov.uk/cprsp/info/1/home/1/about_the_cprsp/3</a>
Cambridgeshire Green Infrastructure Strategy 2011	<a href="http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/344/protecting_and_providing_green_space">http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/344/protecting_and_providing_green_space</a>
Joint Strategic Needs Assessment	<a href="http://www.cambridgeshireinsight.org.uk/JSNA/Transport-and-Health-2014/15">http://www.cambridgeshireinsight.org.uk/JSNA/Transport-and-Health-2014/15</a>
Website information on Devolution deal	<a href="http://www.cambridgeshire.gov.uk/devolution">http://www.cambridgeshire.gov.uk/devolution</a>



Transport Assessment Guidelines	<a href="http://www.cambridgeshire.gov.uk/info/20099/planning_and_development/500/developing_new_communities">http://www.cambridgeshire.gov.uk/info/20099/planning_and_development/500/developing_new_communities</a>
Web link provided for additional information on Cambridgeshire Future Transport	<a href="http://www.cambridgeshire.gov.uk/info/20051/transport_projects/465/cambridgeshire_future_transport">http://www.cambridgeshire.gov.uk/info/20051/transport_projects/465/cambridgeshire_future_transport</a>
Web link provided for additional information on Total Transport	<a href="http://www.cambridgeshire.gov.uk/news/article/456/total_transport_set_to_change_the_way_we_travel">http://www.cambridgeshire.gov.uk/news/article/456/total_transport_set_to_change_the_way_we_travel</a>
Web link provided for additional information on community transport schemes	<a href="http://www.cambridgeshire.gov.uk/info/20123/community_transport">http://www.cambridgeshire.gov.uk/info/20123/community_transport</a>
Network Rail Hendry Review	<a href="https://www.networkrail.co.uk/Hendy-review/">https://www.networkrail.co.uk/Hendy-review/</a>
Cambridgeshire Local Access Forum	<a href="http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/559/local_access_forum">http://www.cambridgeshire.gov.uk/info/20012/arts_green_spaces_and_activities/559/local_access_forum</a>
Cambridgeshire Freight Map	<a href="http://www.cambridgeshire.gov.uk/downloads/file/87/cambridgeshire_freight_map">http://www.cambridgeshire.gov.uk/downloads/file/87/cambridgeshire_freight_map</a>
Cambridgeshire County Council HGV Policy	<a href="http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/113/heavy_vehicle_sabnormal_loads_on_the_road">http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/113/heavy_vehicle_sabnormal_loads_on_the_road</a>
Modeshift STARS	<a href="https://modeshiftstars.org/">https://modeshiftstars.org/</a>
Connecting Cambridgeshire	<a href="http://www.connectingcambridgeshire.co.uk/">http://www.connectingcambridgeshire.co.uk/</a>
The Travel for Cambridgeshire Partnership	<a href="http://www.travelcambs.org.uk/">http://www.travelcambs.org.uk/</a>
CamShare	<a href="https://camshare.liftshare.com/default.asp">https://camshare.liftshare.com/default.asp</a>
BikeBUDi	<a href="https://camshare.liftshare.com/bikebudi.asp">https://camshare.liftshare.com/bikebudi.asp</a>
SmartTravel Cambridgeshire	<a href="http://www.smarttravelcambs.co.uk/">http://www.smarttravelcambs.co.uk/</a>
Highways Asset Management Strategy	<a href="http://www.cambridgeshire.gov.uk/info/20006/travel_road_s_and_parking/66/transport_plans_and_policies/4">http://www.cambridgeshire.gov.uk/info/20006/travel_road_s_and_parking/66/transport_plans_and_policies/4</a>
East Cambridgeshire CIL	<a href="http://www.eastcambs.gov.uk/planning/community-infrastructure-levy">http://www.eastcambs.gov.uk/planning/community-infrastructure-levy</a>
Growth Deal, Local Growth Fund and Strategic Economic Plan on the LEP website	<a href="http://www.gcgp.co.uk/local-growth-strategy/">http://www.gcgp.co.uk/local-growth-strategy/</a>
Local Highways Improvement Initiative	<a href="http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/118/improving_highways">http://www.cambridgeshire.gov.uk/info/20081/roads_and_pathways/118/improving_highways</a>
Information on Strategic Economic Plan	<a href="http://www.gcgp.co.uk/local-growth-strategy/">http://www.gcgp.co.uk/local-growth-strategy/</a>
More information on the first round of LGF	<a href="https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/398855/13_Greater_Cambridge_Greater_Peterborough_Growth_Deal.pdf">https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/398855/13_Greater_Cambridge_Greater_Peterborough_Growth_Deal.pdf</a>
More information on the second round of LGF	<a href="https://www.gov.uk/governm">https://www.gov.uk/governm</a>

	<a href="#">ent/uploads/system/uploads/attachment_data/file/398855/13_Greater_Cambridge_Greater_Peterborough_Growth_Deal.pdf</a>
More information on Local Plan and Transport Delivery Plan	<a href="https://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/4">https://www.cambridgeshire.gov.uk/info/20006/travel_roads_and_parking/66/transport_plans_and_policies/4</a>
More information on Traffic Monitoring Reports	<a href="http://www.cambridgeshire.gov.uk/downloads/file/175/traffic_monitoring_report">http://www.cambridgeshire.gov.uk/downloads/file/175/traffic_monitoring_report</a>

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## 8. Action Plan

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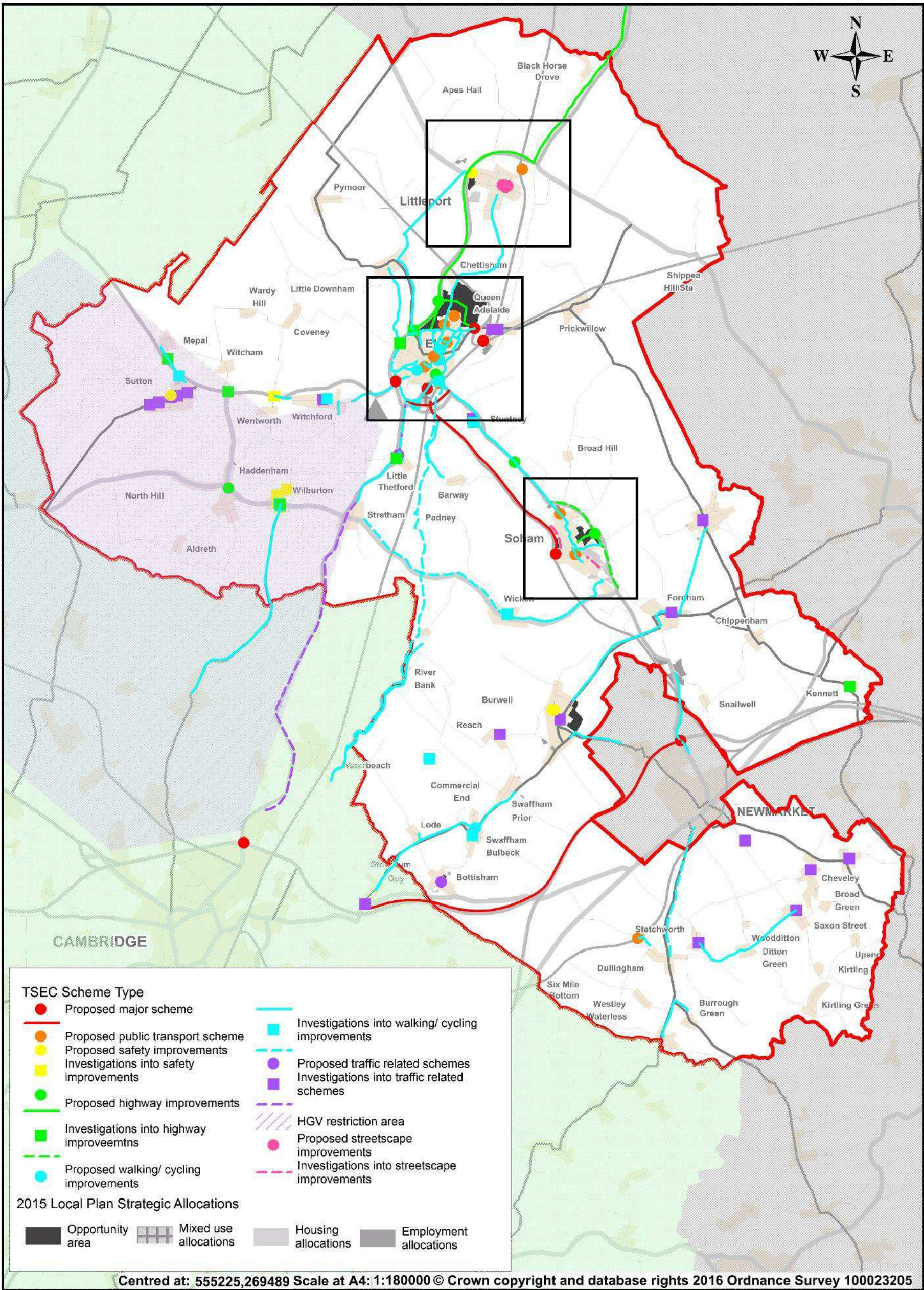


Figure 8 District Wide Action Plan Map



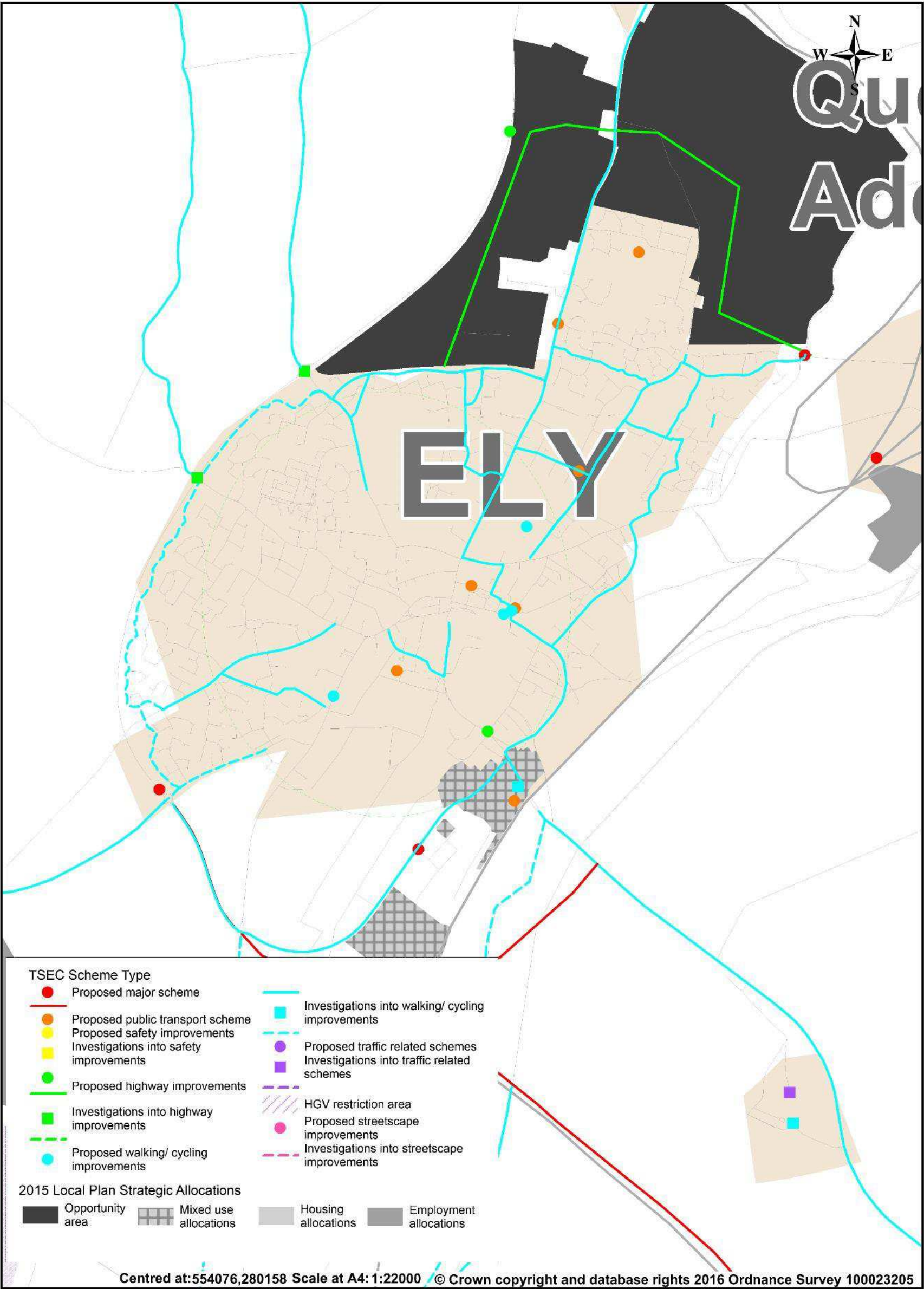


Figure 9 Ely Action Plan Map

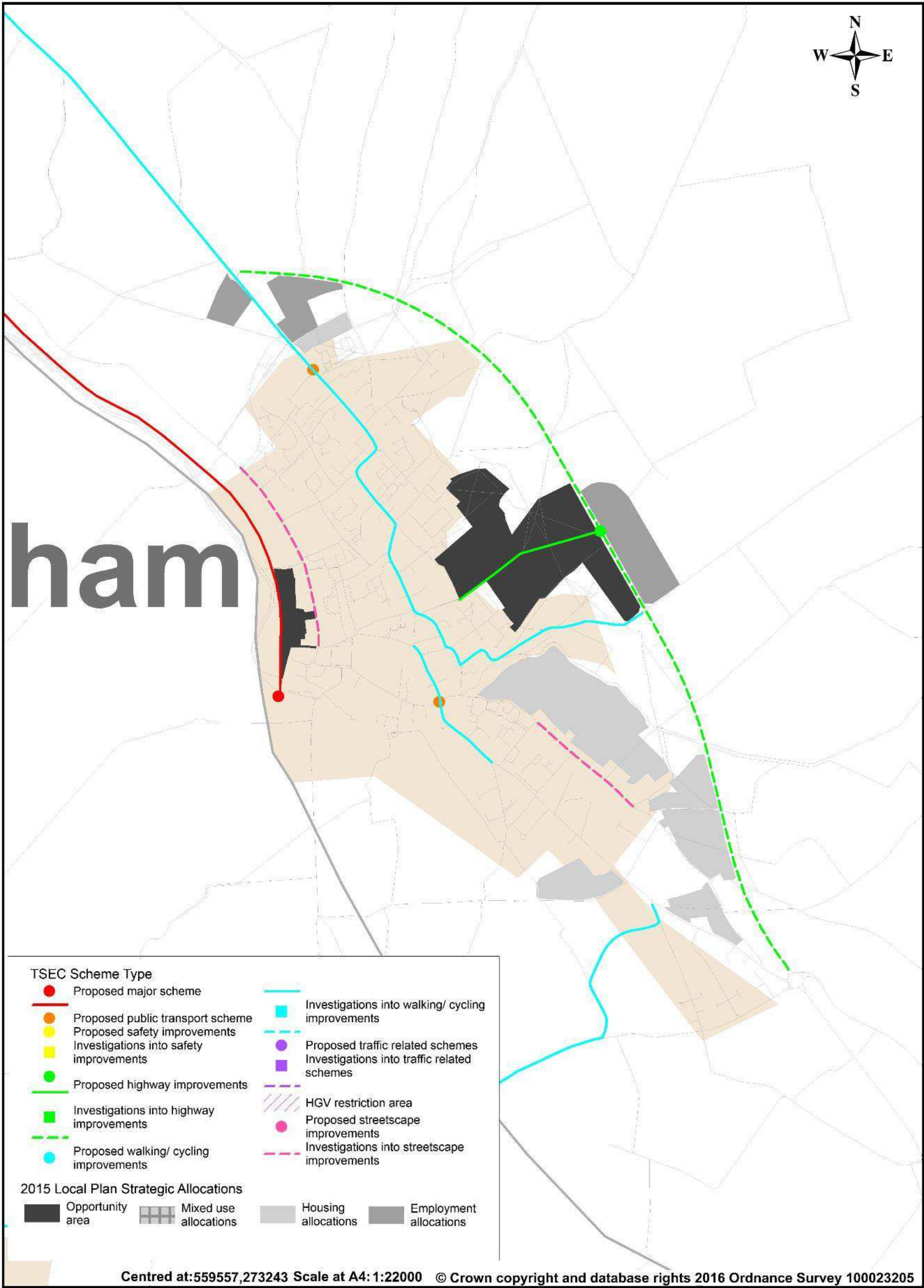


Figure 10 Soham Action Plan Map



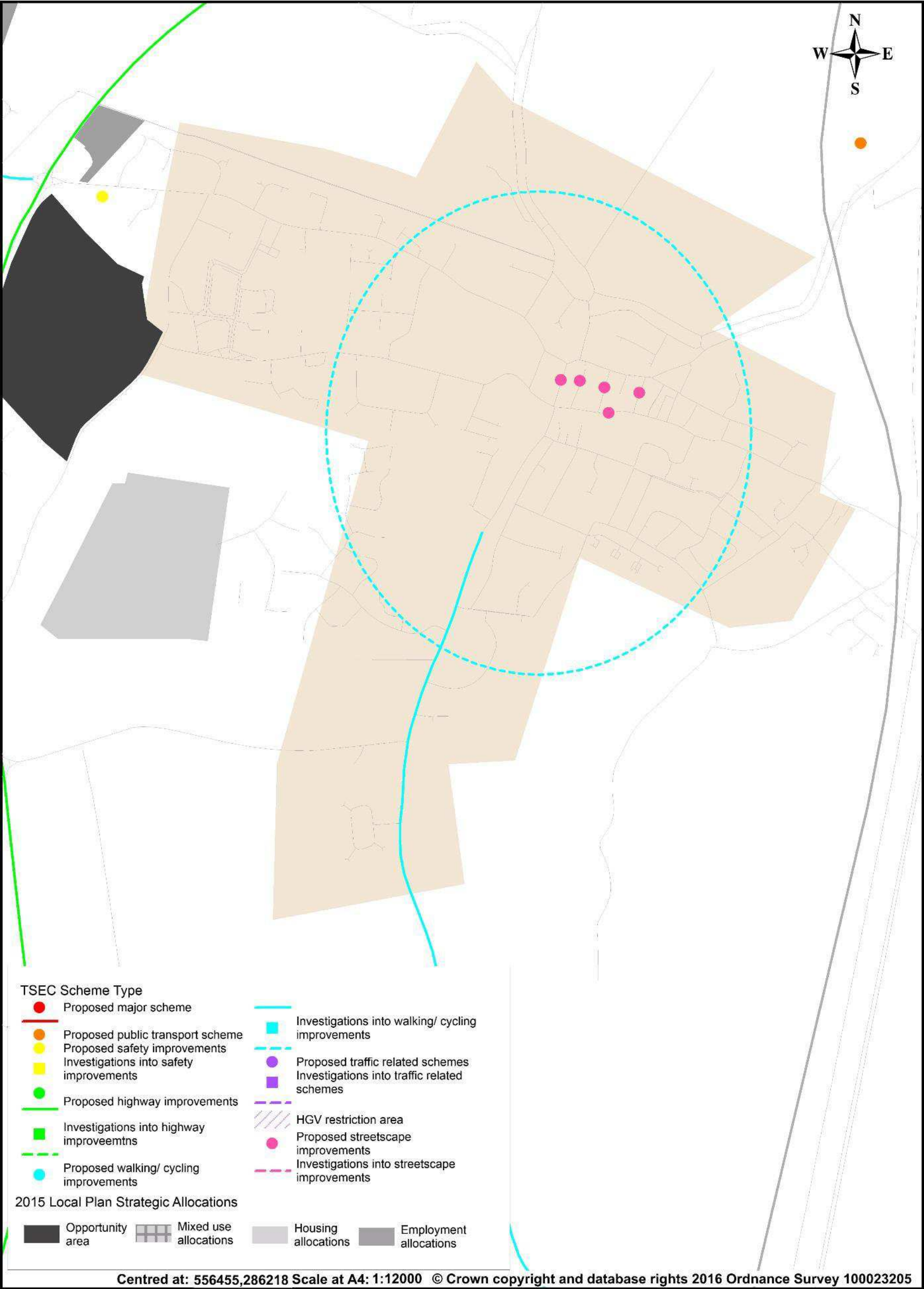


Figure 11 Littleport Action Plan Map

Scheme Reference	Schemes	Scheme Type	Relevant document / Source	Timescale	Cost £= <10k ££ <250k £££= <500k ££££= £500k+
<b>Major schemes</b>					
LTTS	<b>Ely Southern Bypass</b> A southern bypass of Ely, allowing closure of the level crossing on the A142 and large increases in freight and passenger trains through Ely. More information on this scheme is available here: <a href="http://www.cambridgeshire.gov.uk/info/20051/transport_projects/63/ely_southern_bypass">http://www.cambridgeshire.gov.uk/info/20051/transport_projects/63/ely_southern_bypass</a>	Works	CCC Long Term Transport Strategy (2015)	By End of 2017	£35M
E-1	<b>A142 Junction Improvements:</b> Improvements to the A142/Sir James Black Road junction, Cambridge Business Park	Works	TSEC	TBC	££££
LTTS	<b>Ely Road Highway Improvements</b> Fourth arm at the Ely Road/Kings Avenue roundabout (B1382) to enable access to North Ely development	Works	CCC Long Term Transport Strategy (2015)	By 2026	£500,000
LTTS	<b>A10 Dualling between A142 Witchford Road and A142 Angel Drove junctions including cycle path to link with cycle bridge</b> <ul style="list-style-type: none"> <li>- Includes improvements to roundabout capacity</li> <li>- Timing will be considered with relation to the Ely Southern Bypass</li> </ul>	Works	CCC Long Term Transport Strategy (2015)	TBC	£££
E-2	<b>Cycle bridge over the A10 with upgraded link to Lancaster Way</b>	Works	Ely Modelling Study (2009)	TBC	£1M

<b>LTTS</b>	<b>A14 junction 37 improvements, Newmarket</b> Capacity to support growth in East Cambridgeshire and in Newmarket (scheme in Suffolk).	Works	CCC Long Term Transport Strategy (2015)	TBC	TBC- Highways England Scheme
<b>LTTS</b>	<b>A14 / A10 Milton Interchange improvements.</b> Additional capacity at the Milton Interchange for movements between the A10 and A14, and the A14 and the A10.	Works	CCC Long Term Transport Strategy (2015)	Mid to Late 2020s	£40m
<b>LTTS</b>	<b>A14 capacity improvements east of Cambridge.</b> Consideration of need for capacity improvements between Milton Interchange and Newmarket in the medium to longer term. Work to be led by Highways England's Midlands to Felixstowe Route Based Strategy.	Works	CCC Long Term Transport Strategy (2015)	TBC	TBC - Highways England funded
<b>LTTS</b>	<b>Soham area rail infrastructure improvements.</b> Double tracking of the Ely to Soham line.	Works	CCC Long Term Transport Strategy (2015)	By March 2024	Network Rail to fund and deliver
<b>LTTS</b>	<b>Soham railway station</b> GRIP 3 Study and outline business case is currently been carried out for completion in early 2017.	Works	CCC Long Term Transport Strategy (2015)	2021	£6.5m (Cost from GRIP2 Study)
<b>LTTS</b>	<b>Ely North junction rail improvements.</b> Increased capacity through Ely North junction for freight and passenger trains.	Works	CCC Long Term Transport Strategy (2015)	By March 2024	Network Rail to fund and deliver

<b>LTTS</b>	<b>Newmarket west rail curve</b> Reinstatement of the west curve at Newmarket between the Ely to Ipswich and Cambridge to Ipswich railway lines, allowing direct services to be run between Ely and the new station at Soham to Newmarket and Cambridge.	Works	CCC Long Term Transport Strategy (2015)	TBC	Rail industry funded
<b>Cycle and walking schemes</b>					
<b>E-3</b>	<b>Cycle route Lynn Road – High Barns</b> via New Barns Ave (Options – on-road lane, shared use path)	Works	Ely MTTS (2009)	By 2026	££
<b>E-4</b>	<b>Feasibility study for Cycle route: Western Boundary</b> (Options – on-road lane, shared use path)	Study	Ely MTTS (2009)		£
<b>E-5</b>	<b>Cycle route: High Barns – New Barns</b> (Options – on-road lane, shared use path)	Works	Ely MTTS (2009)		££
<b>E-6</b>	<b>Cycle route: High Barns estate/Lynn Road crossing</b> (Options – on-road lane, shared use path)	Works	Ely MTTS (2009)		££
<b>E-7</b>	<b>Additional cycle parking provision</b> Stands in the corner along the edge of the Market Square in the corner opposite the war memorial. Stands on Market Place and other city centre locations	Works	Ely MTTS (2009)		£

<b>E-8</b>	<b>Route along Cam Drive connecting Kings Avenue to Lynn road</b>	Works	Ely MTTS (2009)		£££
<b>E-9</b>	<b>Pedestrian and cycle link (bridge) to connect Summer Hayes (off Henley Way) to Merivale Way</b> Bridge between Henley Way and Merivale Way - Linking two large housing developments and connecting into the Lisle Lane route. This route would also connect up the Ely North development	Works	Officer working group	TBC	££
<b>E-10</b>	<b>Cycle Route St Johns Road – Tower Court Area</b>	Works	Ely MTTS (2009)	TBC	££
<b>E-11</b>	<b>Cycle / pedestrian underpass associated with Ely Southern Bypass</b> In order to facilitate the Ely – Stuntney – Soham cycle route (Ely - Stuntney section to be delivered alongside the Ely Southern Bypass)	Works	Officer working group	By End of 2017	££
<b>E-12</b>	<b>Cycle access from Ely North development to Ely City Centre.</b> 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.	Works	2016 draft TSEC consultation	TBC	Directly funded by developer
<b>E-13</b>	<b>Crossing on Cambridge Road</b>	Works	2016 draft TSEC consultation	TBC	£
<b>E-14</b>	<b>Cycle improvement: Improve cycling conditions on Gallery Street and Silver Street.</b> Potentially remove cobbled speed bumps.	Works	2016 draft TSEC consultation	TBC	££





<b>District Wide Highway Improvements</b>					
<b>E-20</b>	<p><b>HGV restriction in the diamond area- north of the A14- south east of the A141, south of the A142 and west of the A10.</b></p> <p>Short Term: Traffic will be monitored to get a base line of the number of HGVs in the area.</p> <p>Longer Term: Following completion of the Ely Southern Bypass- further monitoring will be carried out to see how HGVs are using the diamond area and investigations will be carried out into the best way of reducing the impacts of HGVs in the diamond area. This could include HGV restrictions being implemented to help protect villages from the negative impacts of HGVs within the diamond area. It is understood that HGVs using the A1123 have a particular impact on the villages.</p>	Study	2016 draft TSEC consultation	TBC	£ - ££
<b>E-21</b>	<p><b>A10 North Study-</b> More information is provided in the "Further work to develop the Transport Strategy for East Cambridgeshire" section above.</p>	Study	2016 draft TSEC consultation	2017	City Deal and Partners Funding
<b>E-22</b>	<p><b>A10 North of Ely Study</b></p>	Study	2016 draft TSEC consultation	2017	££
<b>Ely Highway Improvements</b>					
<b>LTTS</b>	<p><b>North Ely Highway Improvements.</b></p> <p>Site access from the A10, B1382 and Lynn Road.</p> <ul style="list-style-type: none"> <li>Fourth arm at the B1382 Ely Road/Prickwillow Road/Kings Avenue Roundabout (also included in 'Major schemes' see above)</li> <li>A new access road from the B1382 Prickwillow Road / Kings Avenue roundabout to the A10 including a new junction with Lynn Road.</li> <li>A new access road from North Ely development to a new roundabout on the A10.</li> </ul>	Works	CCC Long Term Transport Strategy (2015)	2018	Directly funded by developer

<b>E-23</b>	<b>Feasibility study to review A10/West Fen Road junction – safety scheme</b> Investigation required - options could include: New 4 arm roundabout Additional signage	Study	Ely MTTS (2009)	2021	£
<b>E-24</b>	<b>A10/ Downham Road – safety scheme</b> Investigation required - options could include: Signage near the school Cycle/ Pedestrian underpass as part of leisure centre development Traffic calming	Study	Ely MTTS (2009)	2021	££
<b>E-25</b>	<b>Broad Street/Back Hill junction changes</b> Safety Improvements	Works	Ely MTTS (2009)	TBC	££
<b>E-26</b>	<b>Investigate implementation of 20mph zones where appropriate</b>  This should be suitable for the adjacent land use, road geometry, user perception, and enforceability (to ensure their effectiveness and safety).	Study	2016 draft TSEC consultation	TBC	££
<b>Ely Public Transport schemes</b>					
<b>LTTS</b>	<b>Measures to provide reliable and timely bus links to the new Ely North development, including:</b> <ul style="list-style-type: none"> <li>Closure of New Barnes Avenue to through traffic</li> <li>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.</li> <li>Signal control at Kings Avenue/Lynn Road junction</li> </ul>	Works	CCC Long Term Transport Strategy (2015) Ely Modelling Study (2009)	2021	££££

<b>E-27</b>	<b>Real Time Bus Information and other infrastructure improvements</b> <ul style="list-style-type: none"> <li>List Bus stops</li> <li>Interchange on Market Street</li> </ul>	Works	Ely MTTS (2009)	2021	£1.25M
<b>E-28</b>	<b>Investigate installation of Real Time Passenger Information across the district</b>	Study	2016 draft TSEC consultation	TBC	£
<b>E-29</b>	<b>Improved parking, access and interchange facilities at Ely Station.</b> Measures to improve accessibility of the station by all modes and cater for more southbound trips from Ely by rail, reducing pressure on the A10.	Works	CCC Long Term Transport Strategy (2015)	2018	£1M
<b>E-30</b>	<b>Upgrade bus shelter at Prince of Wales Hospital</b>	Works	2016 draft TSEC consultation	TBC	£
<b>E-31</b>	<b>Investigate bus priority measures in Ely</b>	Study	2016 draft TSEC consultation	TBC	££
<b>E-32</b>	<b>Provision of new coach drop off point as part of the Barton Road Car Park redevelopment</b>	Works	2016 draft TSEC consultation	TBC	Developer Funded
<b>Littleport</b>					
<b>E-33</b>	<b>Improve access and parking provision at Littleport Station</b> <ul style="list-style-type: none"> <li>Additional car and cycling parking</li> <li>Improve access for all users</li> </ul>	Works	Town Vision 2016 draft TSEC consultation	2021/2026	££

<b>E-34</b>	<b>Town Centre Streetscape improvements</b> Improvements to Main Street, Granby Street, Hitches Street, Globe Lane and Crown Lane <ul style="list-style-type: none"> <li>• Signage</li> <li>• Street Lighting</li> <li>• Kerb level and dropped kerbs to improve accessibility</li> <li>• Information panels</li> <li>• Benches</li> </ul>	Works	Town Vision	TBC	£ - ££
<b>E-35</b>	<b>Improved cycle and pedestrian access</b> Creation of a new circular pedestrian route to the north, south and east of Littleport	Works	Town Vision	2021	£££
<b>E-36</b>	<b>Improved pedestrian and cycle access</b> New routes to Little Downham and Ely (Bank Branch between Littleport and Ely - steep embankment may be an issue for off-road route) <u>or</u> Ely Road – Lynn Road	Works	Town Vision	TBC	£££
<b>E-37</b>	<b>Implementation of 30mph speed reduction on Wisbech Road linked to School development</b>	Works	2016 draft TSEC consultation	TBC	££
	<b>Soham</b>				
	<b>Public Transport schemes</b>				

<b>E-38</b>	<b>Improvements to town centre bus stops</b> Service 12, 117: Stop opposite Brook Dam Lane Stop near the Birches	Works	East Cambs Parish Forum	TBC	£25,000
<b><i>Cycling and walking schemes</i></b>					
<b>E-39</b>	<b>Improve Soham Town cycling network</b> Hall Street Pratt Street High Street Paddock Street Townsend Road High Street Sand Street to connect with Fordham Road (Options – on-road lane, shared use path)	Works	Soham Masterplan (2010)	2021/2026	££
<b>E-40</b>	<b>Cycle route: Soham to Ely (via Stuntney) (9.6km)</b> Link in with routes above and also to Soham to Wicken Fen listed below  (Ely to Stuntney being delivered as part of Ely Southern Bypass)	Works	2016 draft TSEC consultation	TBC	£££
<b>E-41</b>	<b>Streetscape improvements</b> Investigate 20mph alongside Mereside and Brook St (existing 30mph)	Study	East Cambs Parish Forum (2015)	2021	£

E-42	<b>Cycle route: Soham to Wicken Fen</b> (Options: Off road route connecting to NCN 11) links to Soham to Ely scheme above. Consider routeing via Upware.	Works	Village Vision	TBC	£££
E-43	<b>Investigate safety and access improvements onto the Soham Southern Bypass (A142)</b>	Study	2016 draft TSEC consultation	TBC	££
<b>Highways schemes</b>					
E-44	<b>Eastern Gateway linkages:</b> <ul style="list-style-type: none"> <li>New roundabout on the A142</li> <li>Link road to Pratt Street A142/Eastern Gateway</li> </ul>	Works	Soham Masterplan (2010)	TBC	Facilitated as part of the Eastern Gateway development
<b>Ashley</b>					
E-45	<b>Investigations into traffic calming:</b> village centre	Study	Village Vision	TBC	TBC
<b>Barway</b>					
E-46	<b>Improvements to the Barway/ A142 junction:</b> <ul style="list-style-type: none"> <li>Installation of a traffic island to prevent overtaking through the right turn lane</li> <li>50 mph speed limit between Barway Road and Eye Hill Drove</li> <li>Investigate option to improve visibility</li> </ul>	Works	2016 draft TSEC consultation	TBC	TBC
E-47	<b>Improve cycle track surface for route 11 near Barway.</b>	Works	2016 draft TSEC consultation	TBC	££



	<b>Brinkley</b>				
<b>E-48</b>	<b>Cycle route improvement:</b> to Burrough Green	Works	Village Vision	TBC	TBC
	<b>Bottisham</b>				
<b>E-49</b>	<b>Speed reduction measures/ signage on Bottisham High Street</b>	Works	2016 draft TSEC consultation	TBC	TBC
	<b>Burwell</b>				
<b>E-50</b>	<b>Safety improvements</b> <ul style="list-style-type: none"> <li>Signage on Newham Lane/Pantile Lane/Castburn Lane</li> </ul>	Works	East Cambs Parish Forum (2015)	TBC	£
<b>E-51</b>	<b>Speeding issues</b> Investigate introduction of speed reduction measures through the village	Study	East Cambs Parish Forum (2015)	TBC	£
<b>E-52</b>	<b>Cycle/ pedestrian path between Burwell and Exning along B1103 Newmarket Road:</b> between B1102 Isaacson Road and The Drift, Exning	Works	2016 draft TSEC consultation	TBC	Developer whole/ partial funding
	<b>Cheveley</b>				
<b>E-53</b>	<b>Investigations into traffic calming:</b> village centre	Study	Village Vision	TBC	TBC

	Dullingham				
E-54	<b>Cycle route improvement:</b> Investigation into cycle link to Newmarket	Study	Village Vision	TBC	TBC
E-55	<b>Expansion of the existing car park at Dullingham station</b>	Works	2016 draft TSEC consultation	TBC	TBC
E-56	<b>Walking and cycling improvement:</b> Dullingham village to Dullingham station	Works	2016 draft TSEC consultation	TBC	TBC
E-57	<b>Street lighting improvements between Dullingham Village and Dullingham Station</b> (Note: No CCC funding is available).	Works	2016 draft TSEC consultation	TBC	Alternative funding
	Fordham				
E-58	<b>Cycle route improvement:</b> Burwell-Fordham-Isleham	Works	Village Vision	TBC	TBC
E-59	<b>Cycle route improvement:</b> Soham/ Fordham to Newmarket	Works	2016 draft TSEC consultation	TBC	££

<b>E-60</b>	<b>Investigations into traffic calming:</b> <ul style="list-style-type: none"> <li>One way system for Sharmans Road to Mildenhall road</li> <li>Priority for Carter Street at Junction with Sharmans Road and halt at junction before vehicles proceed around the Chequers bend</li> <li>Re-evaluate traffic calming through the village</li> </ul>	Study	2016 draft TSEC consultation	TBC	££
<b>Haddenham</b>					
<b>E-61</b>	<b>Improvements to Witcham Toll junction</b> Investigate possibility of a roundabout / traffic signals A1421 / Ely Road at the Haddenham Road/ A142/ The Slade staggered junction.	Study	East Cambs Parish Forum (2015)	TBC	£
<b>E-62</b>	<b>Installation of traffic lights at the top of Haddenham High Street</b>	Works	2016 draft TSEC consultation	TBC	TBC
<b>Isleham</b>					
<b>E-63</b>	<b>Investigate speed reduction measures throughout village</b>	Works	2016 draft TSEC consultation	TBC	TBC
<b>Kennett</b>					
<b>E-64</b>	<b>Investigate measures to manage through traffic between the A14 and A11 linked to development proposals</b>	Study	2016 draft TSEC consultation	TBC	££
<b>Little Downham</b>					

<b>E-65</b>	<b>Cycling improvement</b> Improve bridleway to create cycle route from Little Downham to Ely (investigate opportunities for improvements to NCN 11) or upgrade existing footway alongside B1411 to shared use.	Works	Village Vision	TBC	££
<b>Little Thetford</b>					
<b>E-66</b>	<b>Investigate possible safety and access improvements to the A10/ The Wyches junction</b> Investigate improvements to the junction to improve the safety of right turning traffic towards Ely.	Study	East Cambs Parish Forum (2015)  2016 draft TSEC consultation	TBC	£
<b>E-67</b>	<b>Speeding issues</b> Review of 50mph limit	Works	East Cambs Parish Forum (2015)	TBC	£
<b>E-68</b>	<b>Traffic calming measures</b> at the junction of the village with the A10	Works	East Cambs Parish Forum (2015)	TBC	££
<b>E-69</b>	<b>Foot/cycle path extensions</b> required in the Wyches from the cemetery to A10 (££)(may require land take) and between Little Thetford and Stretham (£££)	Works	East Cambs Parish Forum (2015)	TBC	££- £££
<b>Lode</b>					

<b>E-70</b>	<b>Pedestrian / Cycle improvement</b> Cycle route between Quy and Lode for commuters to Cambridge (investigate opportunities for improvements to NCN 11 but also options for B1102 segregated cycle route or shared use pedestrian/cycle path)	Works	Village Vision	TBC	££
<b>E-71</b>	<b>Investigate options to improve cyclist accessibility over the river on Lodes Way</b>	Study	2016 draft TSEC consultation	TBC	££
	<b>Mepal</b>				
<b>E-72</b>	<b>Cycling improvement</b> Segregated cycle route along A142 from Sutton to Mepal	Works	Village Vision	TBC	£££
<b>E-73</b>	<b>Investigate options for safe crossing of the A142 between Mepal and Sutton, Elean business park, Witcham and Witcham Toll</b>	Study	2016 draft TSEC consultation	TBC	££
<b>E-74</b>	<b>Investigate options to improve access from Mepal onto the A142.</b> Potential to lower the speed on approach to the access	Study	2016 draft TSEC consultation	TBC	££
	<b>Newmarket Fringe</b>				
<b>E-75</b>	<b>Investigations into traffic calming</b> on Duchess Drive	Study	Village Vision	TBC	TBC
	<b>Queen Adelaide</b>				

<b>E-76</b>	<b>Road safety</b> Investigate speed reduction measures along B1382 and safety issues at junction with river bridge	Study	East Cambs Parish Forum (2015)	TBC	£
<b>Reach</b>					
<b>E-77</b>	<b>Traffic calming</b> Investigate need for traffic calming in the village Investigation into congestion relief at Stow cum Quay/ A14	Study	East Cambs Parish Forum (2015)	TBC	£
<b>Stetchworth</b>					
<b>E-78</b>	<b>Investigations into traffic calming:</b> village centre	Study	Village Vision	TBC	TBC
<b>Stretham</b>					
<b>E-79</b>	<b>Walking and cycling improvement</b> Investigate Pedestrian / Cycle route (shared use or segregated) between Stretham and Ely	Study	Officer working group	TBC	£££
<b>E-80</b>	<b>Investigate options for a cycle link between Stretham and Soham/ Wicken</b>	Study	2016 draft TSEC consultation	TBC	££
<b>Stuntney</b>					
<b>E-81</b>	<b>Traffic calming</b> Investigate need for traffic calming through the village	Study	East Cambs Parish Forum (2015)	TBC	£



<b>E-82</b>	<b>Traffic calming</b> Investigate pedestrian and cycle routes through the village and connections to Ely	Study	East Cambs Parish Forum (2015)	TBC	£
<b>Sutton</b>					
<b>E-83</b>	<b>Traffic management</b> Feasibility assessment of speed reduction options for The Brook, High Street, The America, Church Lane and Pound Lane.	Study	Village Vision	TBC	£
<b>E-84</b>	<b>Road safety</b> Installation of Pelican crossing near school and The Brook	Works	Village Vision	TBC	££
<b>Swaffham Bulbeck</b>					
<b>E-85</b>	<b>Walking improvement</b> Pedestrian crossing from the Denny to the High Street	Works	Village Vision	TBC	££
<b>E-86</b>	<b>Traffic calming</b> Traffic calming through village	Works	Village Vision	TBC	£
<b>E-87</b>	<b>Walking improvement</b> Investigate feasibility for permissive pedestrian paths (not definitive ROW but rather important connections between ROW) around the village	Study	Village Vision	TBC	£
<b>E-88</b>	<b>Cycle improvement</b> Cycle route from Lode / Swaffham Bulbeck to Swaffham Prior Continuation of off-road route into Swaffham Prior.	Works	Village Vision	TBC	£££

	<b>Upware</b>				
<b>E-89</b>	<b>Cycle Improvement</b> Cycle route to Wicken and along the river to Waterbeach	Works	Village Vision	TBC	£££
	<b>Wentworth</b>				
<b>E-90</b>	<b>Investigate feasibility of installation of pedestrian island at junction with A142</b>	Study	East Cambs Parish Forum (2015)	TBC	££
	<b>Wicken</b>				
<b>E-91</b>	<b>Cycle improvement</b> Cycle route between Wicken and Soham via Downfields / Drury Lane	Works	Village Vision	TBC	££
<b>E-92</b>	<b>Investigate options to improve the cycle route between Wicken and Waterbeach</b>	Study	2016 draft TSEC consultation	TBC	££
	<b>Wilburton</b>				
<b>E-93</b>	<b>Pedestrian and cycle improvement</b> Pedestrian / Cycle route between village and Cottenham	Works	Village Vision	TBC	££££
<b>E-94</b>	<b>Road Safety</b> Investigate speeding issues through village specifically High Street, Station Road, Twenty Pence Road, Broadway Consider signage, change in speed limit	Study	Village Vision	TBC	£

<b>E-95</b>	<b>Walking improvements</b> Investigate pedestrian improvements on: <ul style="list-style-type: none"> <li>Twenty Pence / High Street</li> </ul>	Study	Village Vision	TBC	££
<b>E-96</b>	<b>Safety Improvement</b> Carpond Lane / School – dangerous driving / parking <ul style="list-style-type: none"> <li>Signage</li> <li>Lining</li> </ul>	Works	East Cambs Parish Forum (2015)	TBC	££
<b>E-97</b>	<b>Investigate options to improve the Wilburton/ Twenty Pence Road junction</b>	Study	2016 draft TSEC consultation	TBC	££
<b>Witchford</b>					
<b>E-98</b>	<b>Walking improvement</b> Pedestrian path on Grunty Fen road from Main Street Continue 1m surfaced footway at Grunty Fen Road to off Scenes Drove	Works	East Cambs Parish Forum (2015)  2016 draft TSEC consultation	TBC	££
<b>E-99</b>	<b>Cycling improvement</b> Improvements from Wentworth junction – connect to existing segregated shared use provision Signage / surface improvements	Works	East Cambs Parish Forum (2015)	TBC	££
<b>E-100</b>	<b>Investigate suitable locations for dropped kerbs throughout village</b>	Study	2016 draft TSEC consultation	TBC	££

<b>E-101</b>	<b>Traffic calming throughout village</b> 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.		2016 draft TSEC consultation	TBC	££
<b>Woodditton</b>					
<b>E-102</b>	<b>Investigation into traffic calming</b> on Saxon Street	Study	Village Vision	TBC	TBC
<b>E-103</b>	<b>Cycle route improvements:</b> Woodditton to Saxon Street and Woodditton to Stetchworth	Study	Village Vision	TBC	TBC

## 9. Appendix 1 Transport and Public Health

The Transport and Health JSNA shows how Transport can impact health. “Transport is a complex system affected by infrastructure, individual characteristics and behaviours and can have a board impact on health. Joffe (2002)<sup>43</sup> has developed a map, Figure 12 **Diagram of pathways from transport policy to health outcomes** showing the transport components that could be linked to health outcomes.” Aspects included in the map show issues such as air and noise pollution, road design, impact on physical activity, road injuries and access.

The Transport and Health JSNA has focused on the below three areas:

- Air Pollution
- Active Transport
- Access to Transport

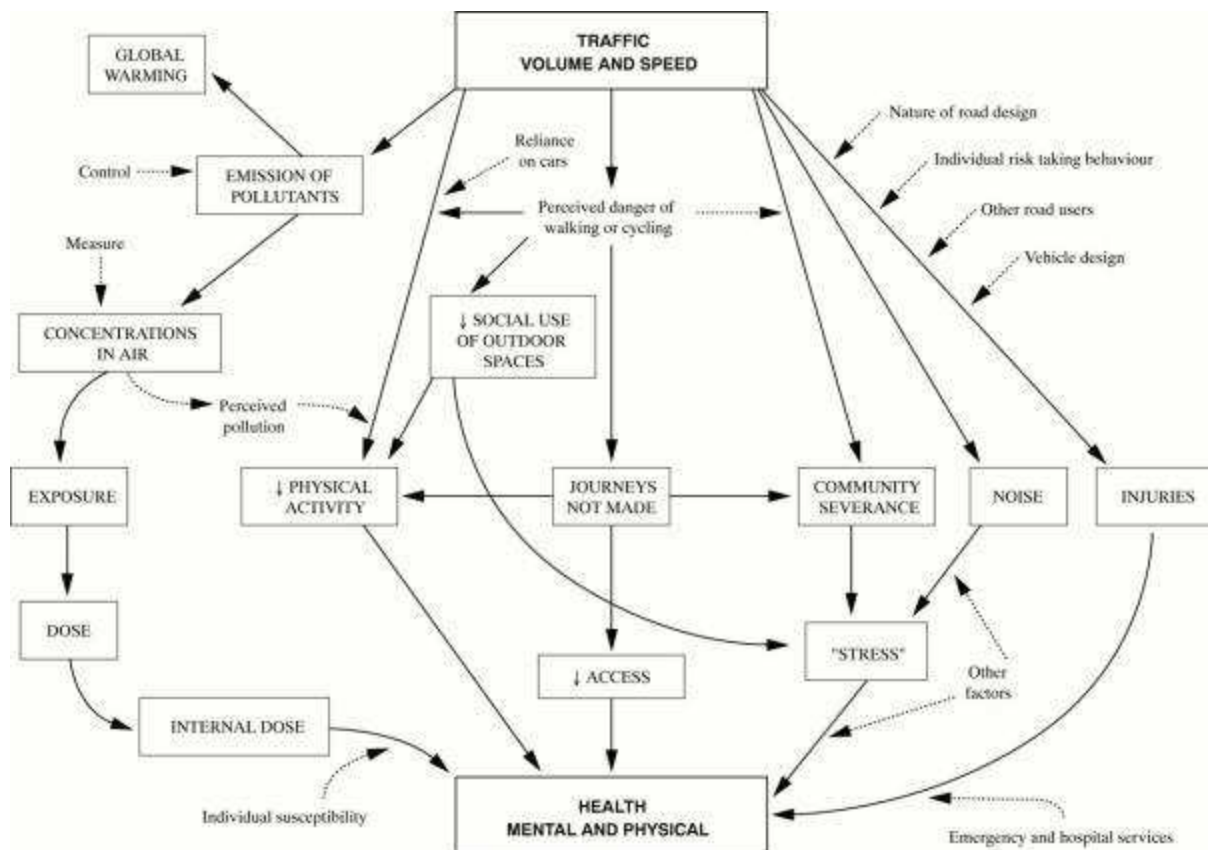


Figure 12 Diagram of pathways from transport policy to health outcomes

<sup>43</sup> Joffe M, Mindell J, *A framework for the evidence base to support Health Impact Assessment*, J Epidemiol Community Health 2002;56:132–138 available at: <http://jech.bmj.com/content/56/2/132.full>

## Air Pollution

Poor air quality has a significant impact on health, including increasing the risk of asthma and other lung problems. Children, the elderly and those with existing cardiac and respiratory problems are most vulnerable. Poor air quality is thought to cause more deaths and illness than passive smoking, road traffic accidents or obesity.

East Cambridgeshire District Council's website<sup>44</sup> provides more detailed information on Air Quality in the district but a summary is given here. Air quality in East Cambridgeshire is relatively good and as a rural district it does not suffer some of the higher levels of air pollution that are experienced in Cambridge, South Cambridgeshire and Huntingdonshire. The 2014 Air Quality Progress Report for East Cambridgeshire District Council shows that there are "no exceedances of air quality objectives, with the exception of the previously identified exceedance in Ely". The exceedance in Ely is due to the annual mean objectives for Nitrogen Dioxide NO<sub>2</sub> in the Station Road area a more detail assessment of this area is now taking place.

East Cambridgeshire District Council published a progress report<sup>44</sup> in 2014. This report involves screening each of the prescribed pollutants to see if they will require a more detailed assessment to determine if their respective objectives are going to be met. The report investigated busy and congested roads, factories and other sources of air pollution to see if any particular components are present that are likely to give rise to air quality issues.

The LTP<sup>16</sup> states that, "We will work with district councils to reduce levels of air pollution in order to meet national objectives, by managing and reducing vehicle emissions and encouraging increased usage of sustainable modes of transport". An objective of this strategy is to increase use of sustainable modes of transport which will have the impact of improving air quality. This is line with the Transport and Health JSNA<sup>17</sup> which highlights a focus on:

- Switching to a low emission passenger fleet and vehicles
- Encouraging walking and cycling rather than car use

The Transport and Health JSNA<sup>17</sup> has a lot of detail regarding the effects of air pollution, who is impacted and when. The report goes on to look at what can be done to improve air quality and these include the two points above. The JSNA<sup>17</sup> highlights research that shows that exposure to high levels of traffic-related air pollution (though greater use of active transport modes) did not appear to modify associations indicating beneficial effects of physical activity on mortality. Therefore the emphasis of modal shifts should be appropriate even in areas with higher levels of pollution.

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<sup>44</sup> <http://www.eastcambs.gov.uk/pollution/air-quality>



## Active Transport

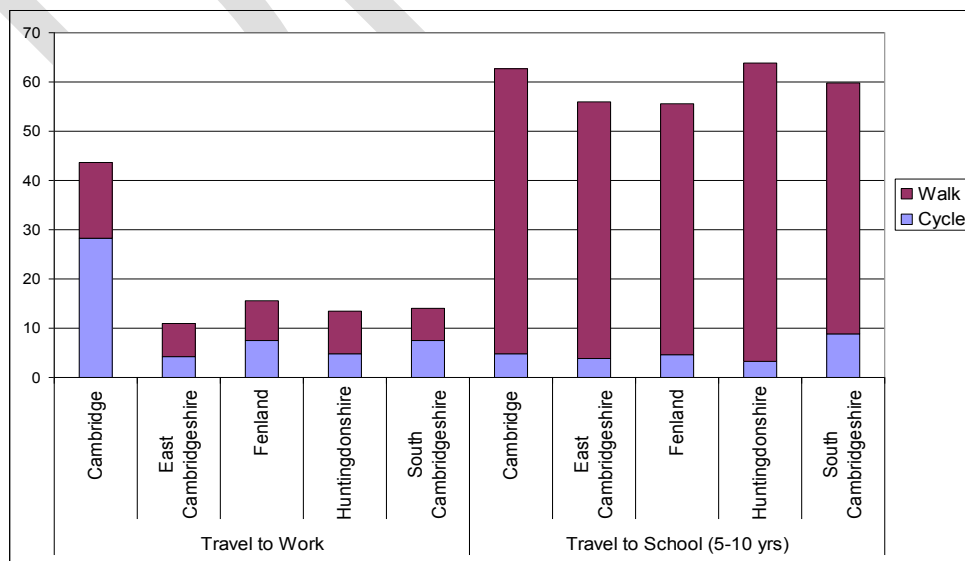
Active travel is a way of getting from A to B that involves being physically active. The main forms of active travel are walking and cycling. Using public transport can be a form of active travel as people who take public transport are likely to walk further than car users (walking to and from bus stops).

Some of the benefits of active transport are listed below, the majority of the benefits of active travel come from increasing levels of physical activity and walking and cycling are excellent ways of integrating physically activity into everyday life.

- Reducing risk of diseases such as cardiovascular diseases, diabetes , Cancer, obesity, mental health problems and musculoskeletal health-osteoporosis and osteoarthritis
- Reducing costs to the NHS
- Improving air quality
- Improved wellbeing
- Reducing in CO<sub>2</sub> emissions
- Economic Benefits

### **The Third Local Transport Plan<sup>16</sup>**

The LTP highlights both the benefit of active travel and some of the difficulties surrounding the take up of active travel. The figure below taken from the LTP shows that levels of cycling and walking to work in East Cambridgeshire are lower than those in all districts of Cambridgeshire as well as the East of England and England as a whole. This strategy aims to address the barrier to getting more people walking and cycling so that they become more active.



**Figure 13 Levels of walking and cycling in Cambridgeshire**

The barriers to greater use of sustainable transport are highlighted in the LTP as:

- Length of journey
- Lack of direct walking/cycling routes between homes and services/leisure facilities
- Lack of infrastructure to promote sustainable travel, for example bus and cycle lanes and pedestrian crossings, and segregated inter-urban cycle routes
- Road safety concerns for all road users
- Lack of public transport, particularly in rural areas and during the evenings
- Lack of funding to subsidise non-commercially viable bus services
- Reliability, availability, quality and predictability of public transport services
- Lack of information/awareness about sustainable travel options
- Misconceptions about sustainable forms of transport, for example, high cost of bus fares and poor road safety for bicycles
- Inflexibility of public transport compared to car travel
- Status associated with car ownership and cultural preference for car travel

The LTP and this strategy aim to overcome these barriers by:

- Working with planning authorities to reduce the need to travel by locating housing near jobs and services
- Negotiate with developers to ensure sustainable infrastructure is implemented in new developments
- Great promotion of the sustainable travel network
- Improve provision of cycling infrastructure
- Improve integration between sustainable modes of transport
- Continue to support community transport schemes
- Promote the health and lifestyle benefits of choosing sustainable modes of travel
- Support travel planning programmes working with business, developers, schools and individuals to promote sustainable travel

The Transport and Health JSNA<sup>17</sup> provides a lot of information regarding the active travel trips that people are currently making to work and school. The JSNA<sup>17</sup> goes on to highlight the research that was carried out as part of the 2013 Cambridgeshire

Festival of Cycling. The festival went to 10 market towns and 1994 people attended the 10 events. The audience was self-selecting but highlights some attitudes around cycling.

- 88% of people said they would like to cycle more than they currently do
- Reasons for not cycling more are given as road safety concerns, too busy or too dangerous, bad weather and not enough time
- Safer cycling routes were consistently cited as helping people to cycle more

The following points were made in Ely:

- The routes in the central area are well signed, but signage is scarce as you move further out of the centre and into surrounding villages
- Lack of joined up cycle networks and cycle infrastructure
- Limited cycle parking in key locations
- Low modal share of cycle and working despite compact nature of the city

The JSNA<sup>17</sup> goes on to look at the effectiveness of walking and cycling interventions. In summary research which was reviewed highlighted the following key points:

Infrastructure improvements do have the potential to encourage modal shift it is important that they reduce barrier, such as perceptions of danger or provide a more convenient route

Incentives and disincentives may also play a role in encouraging modal shift. Commuters offered either public transportation benefits, showers, lockers or bike parking, but no free car parking are more likely to either to use public transport, walk or cycle to work

The inclusion of free car parking in benefit packages alongside benefits of public transport, walking and cycling seem to offset the effect of these incentives. Therefore, benefits for active transport seems to work best when car parking is not free

### Access to Transport

The JSNA<sup>17</sup> investigates access to Transport across Cambridgeshire. In summary it found that:

- Transport barriers are not experienced equally through the population and are impacted by social exclusion, living in rural areas, access to cars and the skills and confidence to use available transport
- Transport is an enabler or gateway to services and intervention
- Some areas have a high number of individuals with limiting conditions, no access to a car and with long trips to GPs or hospitals

- In some areas there is a high proportion of A and E attendance brought in by ambulance, often in the outskirts of towns
- Users often highlight the complexity in planning journeys, the length of time and expense in making journeys
- Community transport provides an important contribution to journeys to health services especially hospital appointments
- There are concerns about whether community transport can meet demands on their services

The JSNA highlighted a future focus on:

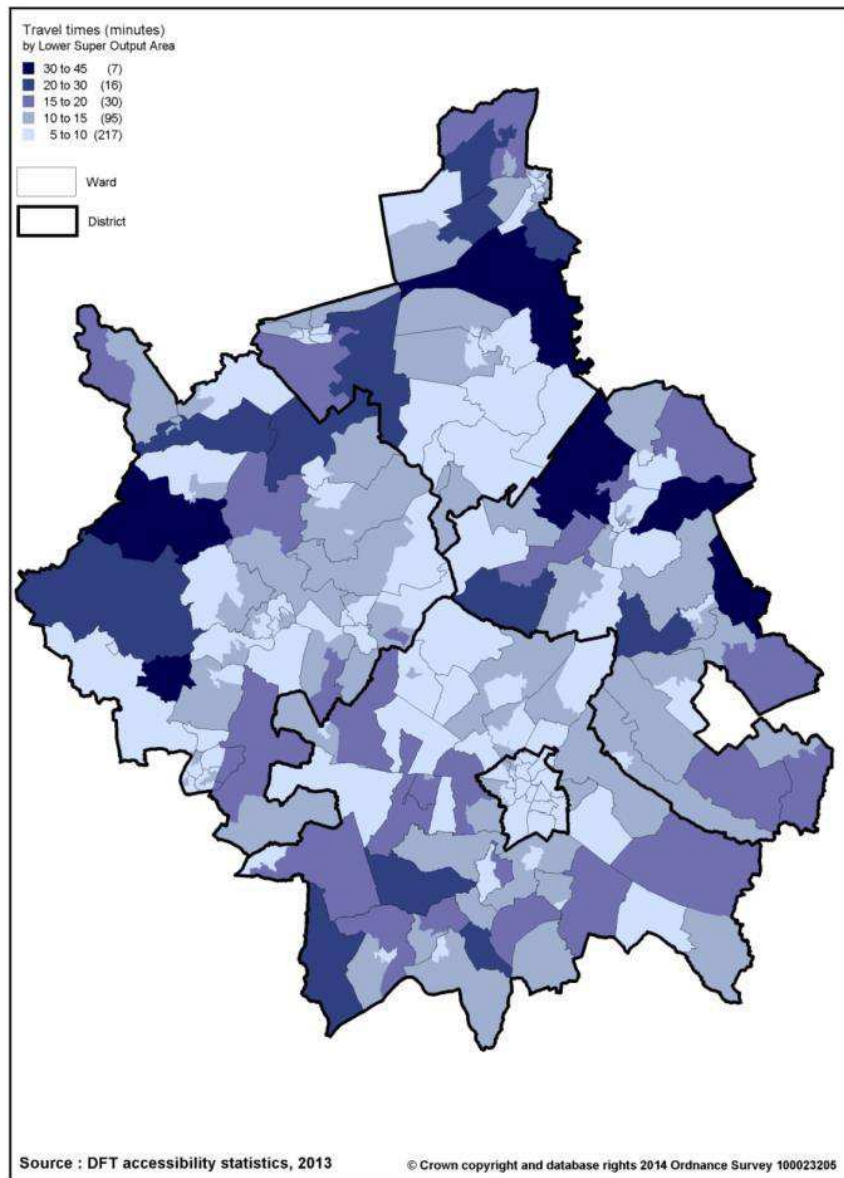
- Ensuring a system-level perspective on health and transport planning
- Use of local evidence and partnership work to improve access to health services, especially in areas which highlighted difficulties
- Making clear and relevant transport information available at appropriate time, such as when health appointments are made
- Investigation into additional bus provision or novel alternatives to increase non-private transport options, such as more effective use of school buses and taxis

This section of the JSNA focused on transport barriers to accessing services and investigated the factors which would mean an individual household or community are particularly vulnerable to barriers associated with access to transport. These barriers include:

- The availability and physical accessibility of transport
- Cost of transport
- Services and activities located in inaccessible places
- Safety and security
- Travel horizons

The JSNA investigates where people with a transport disadvantage live in Cambridgeshire. Various maps have been produced using 2013 data. They show that there are several areas in the east of East Cambridgeshire that have poorer access to GP Practices than other areas in Cambridgeshire.

**Access to GP practice - travel times to nearest GP Practice by public transport/walking**



**Figure 14 Access to GP practice- travel times to nearest GP Practice by public transport/walking<sup>17</sup>**

The JSNA went on to analysis several health related datasets to examine patterns of accessibility to health and other services in Cambridgeshire. The data is available at [www.cambridgeshireinsight.org.uk](http://www.cambridgeshireinsight.org.uk) As the data is complete with a large number of data sets a flag system was created to help identify wards that may have potential problems with access to health care. No ward in East Cambridgeshire had a high number of flags.

The JSNA went on to investigate what current services are used to access health services. It found that Community Car Schemes played a strong role in enabling people to access health care and also allowing people to make social trips. Various Community Car Schemes are available in East Cambridgeshire these are highlighted on the East Cambridgeshire District Council's website<sup>45</sup> the website also provides information on dial a ride services available in the district.

The JSNA looked at possible ways to raise awareness of transport options to health care appointments that are available. It recognised the importance of GP practices in advising their patients on transport options. It also highlighted an approach for elective and outpatient travel to hospital where information is embedded within appointment letters, match to the postcode for which the letter is sent to provide tailored and person information on transport options available.

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<sup>45</sup><http://www.eastcambs.gov.uk/roads-transport/community-transport>



## 10. Appendix 2 TSEC Scoping Consultation

### East Cambridgeshire Transport Strategy Scoping Consultation

Report on the outcome of the Public consultation held 5 June 2014- 28 July 2014

#### Background

Cambridgeshire County Council has started to develop a transport strategy for East Cambridgeshire (TSEC). As part of the strategy developing a public scoping exercise was carried out as part wider public consultation carried out by Cambridgeshire County Council. The wider public consultation was on the Local Transport Plan 3 refresh including the Strategic Environmental Assessment and Habitat Regulation Assessment, The Draft Cambridgeshire Long Term Transport Strategy and two Market Town Transport Strategies for Huntingdon and Godmanchester and Wisbech. As part of the consultation there were a number of exhibitions across the country. There was one held in East Cambridgeshire at the Lamb Hotel in Ely on the 11 July 2014.

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

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

#### Results

Over 784 respondents completed the online questionnaire which included the options to comment on all the strategies mentioned in section 1.1 above. There were a number of 'tick box' questions relating to the TSEC, on average 540 people responded to each of these questions. There was also the opportunity for people to add text in a free text box, 207 people did so.

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

#### Should the strategy address the following issue?

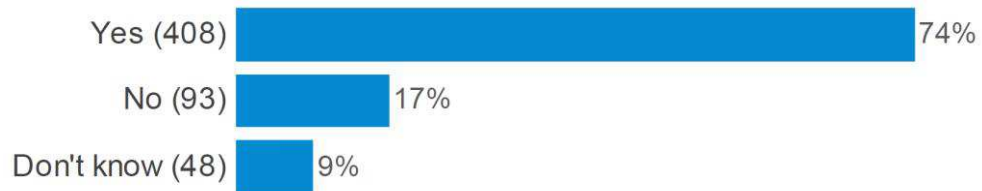
Make it easier to walk, cycle and use public transport:



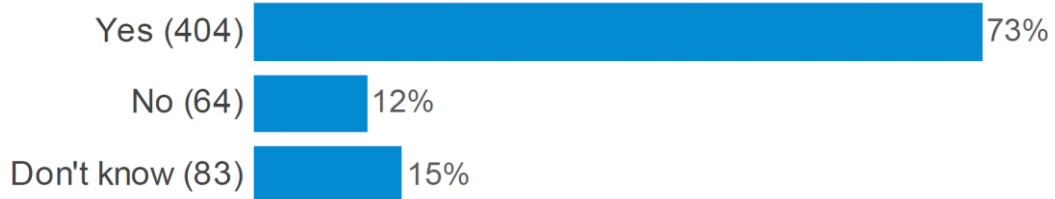
Address lack of public transport in rural areas and in the evenings:



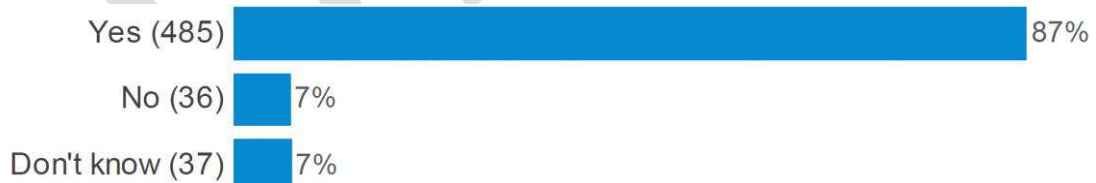
Tackle congestion and delays for car drivers:



Reduce rat-running in urban/built up areas:



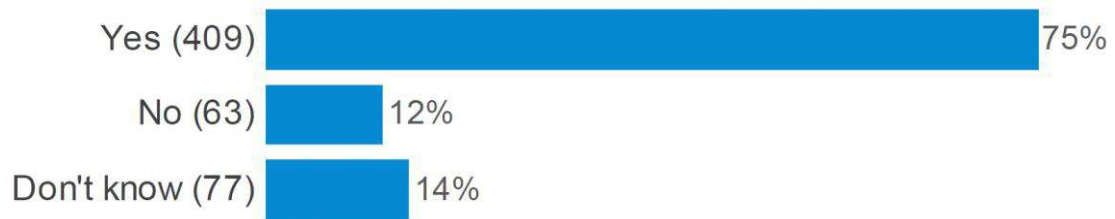
Improve road safety:



Raise awareness of travel options:



Address local air pollution and reduce emissions:



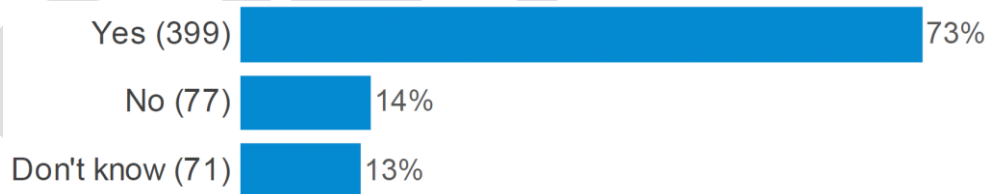
Reduce reliance on road transport for freight:



Preserve the area's natural and historic environment:

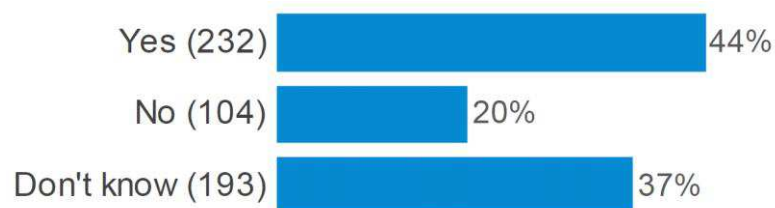


Manage parking:



**Should the following measures be included in the strategy?**

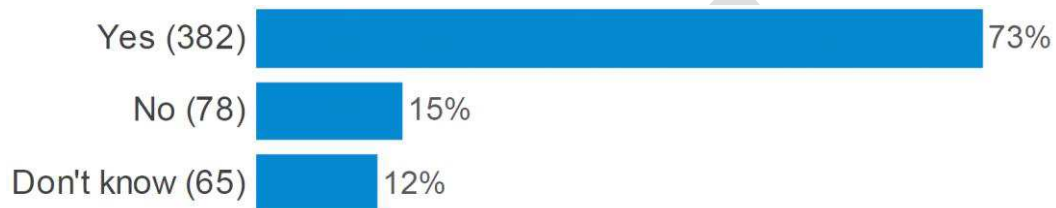
Increased pedestrian areas in Ely:



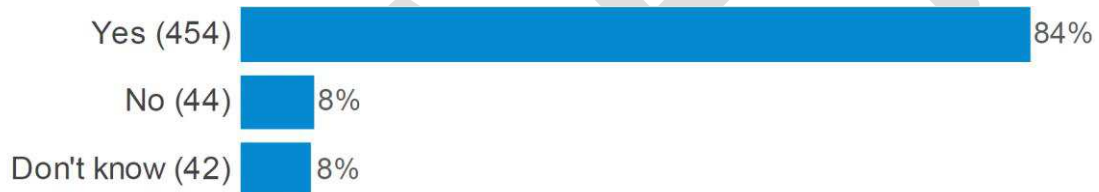
Improvements for pedestrians:



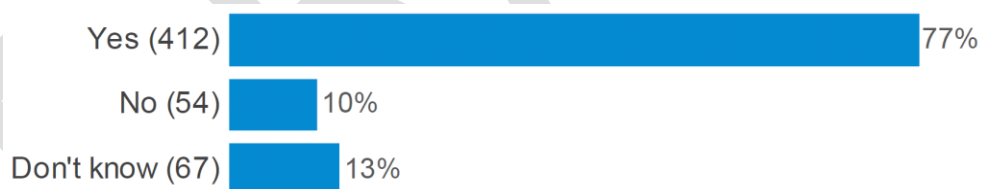
Limit parking where it delays traffic:



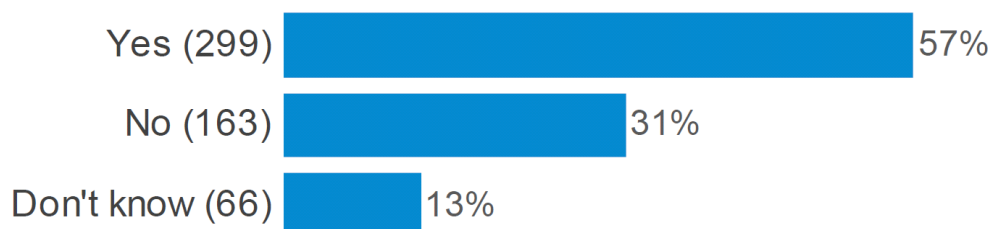
More cycle routes and paths:



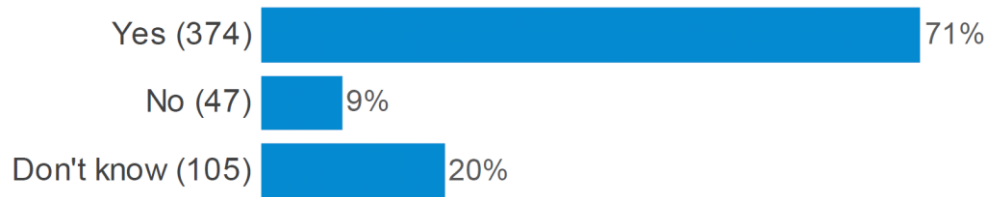
More cycle parking:



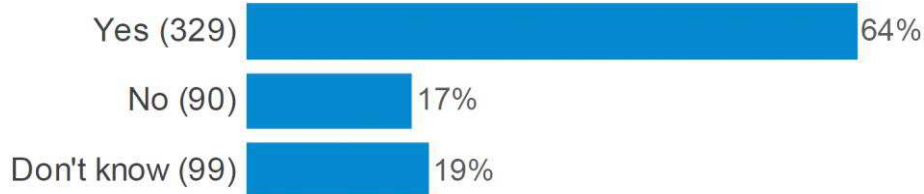
Buses and cycles given priority on all key roads:



Wider availability of community/demand led transport:



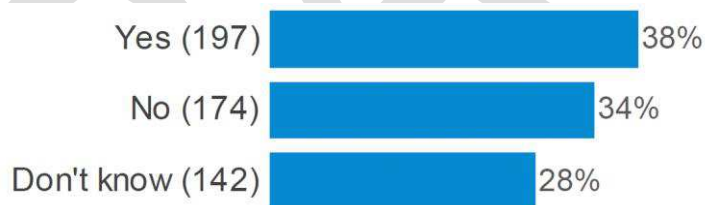
Road safety training, education and campaigns:



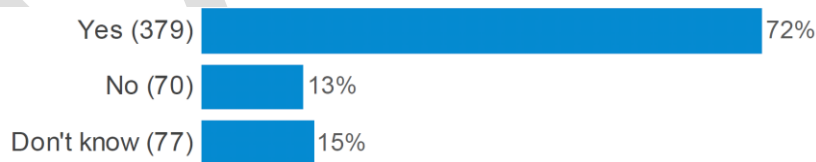
Support businesses to encourage sustainable travel:



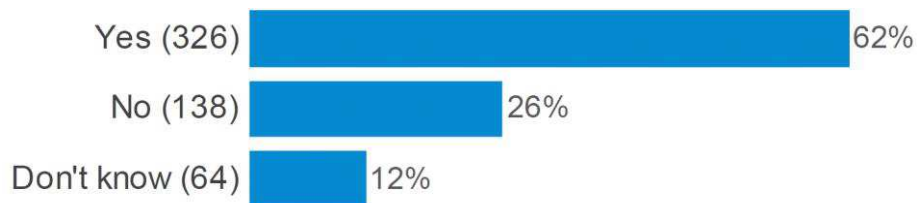
Greater support for short term car hire:



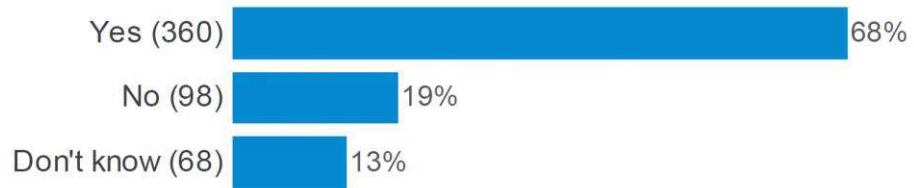
Improved travel information and bus marketing:



Larger-scale road improvements:



Improvements to A roads:



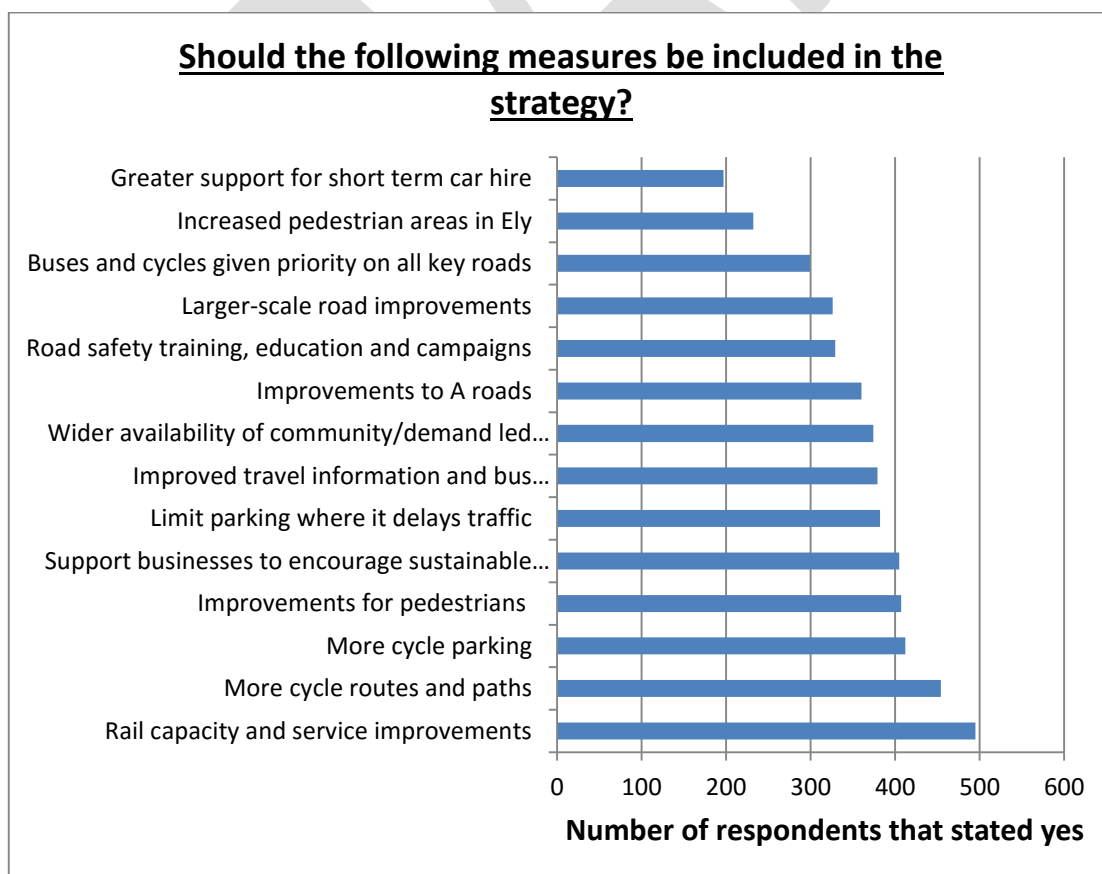
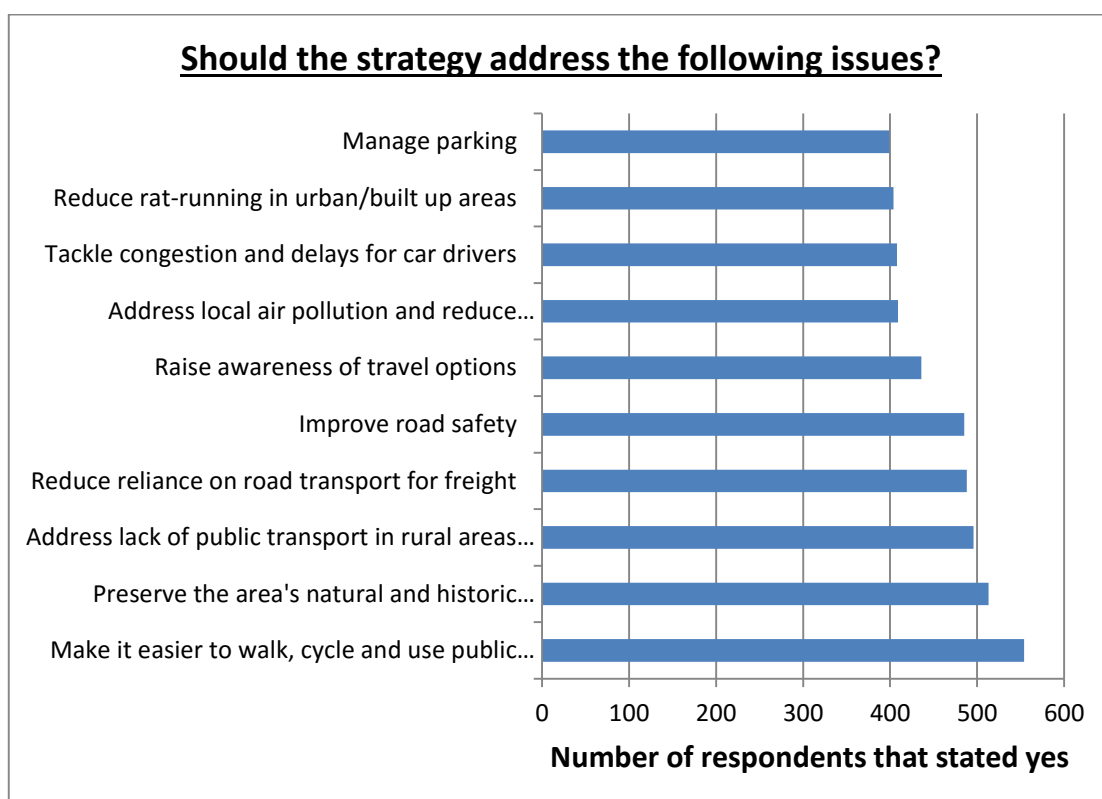
**Rail capacity and service improvements:**



DRAFT



Below shows the order of measures ranked from smallest number of people saying yes to largest number:



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

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

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

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

Respondents used this section to highlight a number of issues which have been broken down into various sections by mode of transport below.

### **Road**

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

### **Rail**

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

## **Bus**

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

## **Walk**

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

## **Cycling**

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

## **Other comments**

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

## **Letter and Emails Received**

In total 30 organisations wrote letters or email in response to the consultation and 56 members of the public wrote letters or email. The vast majority of these letters were regarding the LTTS and proposal contained within it. Although 1 respondent mentioned specific schemes to be included in the TSEC.

## **11. Appendix 3 TSEC Consultation Report**

Cambridgeshire County Council

# **Draft Transport Strategy for East Cambridgeshire Consultation Report**

## 1. Background

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The Transport Strategy for East Cambridgeshire (TSEC) provides the strategy basis for the transport infrastructure improvements in East Cambridgeshire including an action plan of specific transport schemes. It provides the transport context along with housing and employment growth planned for East Cambridgeshire as well as addressing the existing transport related issues in the district. The objectives and policies provide the strategy basis by which an action plan of schemes has been developed.

Cambridgeshire County Council started the six week consultation process on 29<sup>th</sup> April 2016, with the aim of gathering views of anyone who lives, works or travels through East Cambridgeshire on the strategies' objectives, policies and potential transport improvements included within the action plan. The consultation also evaluated the specific factors which encourage or act as a barrier sustainable transport options.

This report summarises the method by which County Council consulted on the strategy, and the feedback received through the consultation process. The feedback analysis is split into three parts:

1. Living Streets consultation feedback: Comments from the Living Streets harder to reach groups face to face consultation events and questionnaires.
2. County Council consultation feedback: Written responses and drop in exhibition comments from stakeholders and the general public.
3. County Council consultation feedback: Analysis of the consultation questionnaire (undertaken by the Cambridgeshire Research Group-part of the County Council).

## 2. Method

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### 2.1 Who was consulted?

The audience of this consultation was anyone who lives, works or travels through East Cambridgeshire. This includes residents, stakeholders, local businesses, district and parish councils and anyone who travels in and around East Cambridgeshire. Cambridgeshire County Council also commissioned Living Streets to organise and run a series of events (focus groups and target group meetings) to gain the views from harder to reach groups. The target groups were identified as:

- Older people
- Younger people
- People with disabilities
- Working people

Living Streets contacted over 40 organisations and individuals as potential gateways to organise access to target groups for events.

The following summarises the methods undertaken by both Cambridgeshire County Council and Living Streets.



## 2.2 How was the consultation publicised?

The consultation was publicised in a variety of different ways including:

- Being registered on the Cambridgeshire County Council consultation finder<sup>46</sup> with a link to the TSEC webpage<sup>47</sup>.
- Posters publicising the consultation including the consultation period, location of events and where to find more information where produced. Copies were distributed to Parish Clerks, along with an accompanying email to request permission to advertise on village notice boards as well as shops, local sports centres and community centres around East Cambridgeshire. A full listing of where these posters were sent to can be found in Appendix B.
- A press release was produced by the County Councils Communications Team, to promote the consultation, the TSEC consultation events and where to find more information. Examples of TSEC promotional material can be viewed in Appendix C.
- Twitter reminders were also tweeted to promote the consultation once it was live with reminders prior to each exhibition.
- Stakeholders were contacted by email during the first week of the consultation. Stakeholders were made aware of the consultation timescale and sent a link to the TSEC website. The following lists some of the types of stakeholder and interest groups that were consulted:
  - Local government
  - Parish Council Clerks
  - District Councillors
  - Schools
  - Local Groups
  - Transport Organisations
  - Health organisations
  - Voluntary and care organisations

An email was also sent to stakeholders on the East Cambridgeshire Register of Consultees and Business Distribution lists, for stakeholders who have previously expressed an interest in transport.

The County Council events were publicised separately to those run by Living Streets. The Living Streets outreach consultation was promoted by community networks and newspaper advertising. Details of the Centre-E and Ely Library events and links to the online survey were also shared by helpful individuals and organisations through e-news, email, social networks and verbally. More detail on the Living Streets publicity can be found in Appendix E.

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<sup>46</sup> <http://www.cambridgeshire.gov.uk/consultations>

<sup>47</sup> <http://www.cambridgeshire.gov.uk/TSEC>

The County Councils TSEC webpage had hyperlinks to the full draft strategy document, the consultation leaflet and online questionnaire. A synopsis explaining the purpose of the strategy and a listing of the County Council run consultation events was also provided. A screen grab of the webpage is available in Appendix A.

## **2.3 How were they consulted?**

### **Leaflet / questionnaire**

Cambridgeshire County Council produced a consultation leaflet which summarised the strategy document: the objectives, a summary of how the policies are used to address travel through East Cambridgeshire and a map illustrating the locations and types of schemes already included within the strategy action plan.

The consultation questionnaire was produced with officers in Public Health. Part A focussed on what people thought of the strategy whereas part B focussed on the factors which are a barrier or encouragement to sustainable travel and alternative transport options. The questionnaires were designed to be easily separated from the leaflet and had a freepost printout. A copy of the consultation leaflet/questionnaire can be found in Appendix D.

The leaflet and questionnaire were available online, and were also distributed to East Cambridgeshire and Newmarket libraries, several doctors' surgeries, East Cambridgeshire District Council and brought to events. The teams postal and email addresses were provided to allow respondents to provide additional comment should the questionnaire not allow adequate space or scope to express their views. Hard copies of the draft strategy were available at Ely and Newmarket Libraries, and brought to consultation events.

As the Living Streets consultation events were aimed at specific target audiences the County Council version of the questionnaire was altered to make it more accessible to the target audiences. It also included an open field text box for additional comments.

### **Public Exhibitions**

People were invited to attend five drop in exhibitions arranged by Cambridgeshire County Council. The aim of these events was to provide a platform for anybody with an interest in the strategy to discuss it with officers. The events held by Living Streets were tailored to be more accessible for each target group. Table 1 summarises the dates, locations, event types and attendance of all the consultation events. The Living Streets events were run flexibly with a mixture of group discussion and one to one Q&A. Comments made at the exhibitions were all noted and included in the consultation analysis in section 3.2.2.

Date	Town	Venue	Type of event	Organiser	Attendance
07/03/2016	Stetchworth	The Ellesmere Centre	Drop In	Cambridgeshire County Council	10
10/03/2016	Sutton	The Glebe	Drop In	Cambridgeshire County Council	12
14/03/2016	Littleport	Village Hall	Drop In	Cambridgeshire County Council	7
15/03/2016	Soham	The Walter Geidney Pavilion	Drop In	Cambridgeshire County Council	7
22/03/2016	Ely	Ely Cathedral Education and Conference Centre	Drop In	Cambridgeshire County Council	>25
22/03/2016	Soham	The Shade Primary School	Focus group – primary school children	Living Streets	10
04/04/2016	Soham	Soham Library	Questionnaires – Cambridgeshire Hearing Help	Living Streets	16
04/04/2016	Littleport	e-Space North	Questionnaires – working people	Living Streets	10
04/04/2016	Ely	Centre E	Focus Group – teenagers/ young adults	Living Streets	7
05/04/2016	Burwell	Burwell Day Centre	Focus Group – day centre users	Living Streets	25
05/04/2016	Ely	Larkfields Resource Centre	Questionnaires – older people	Living Streets	9
07/04/2016	Littleport	Branching Out	Focus Groups – adults with learning disability	Living Streets	6
07/04/2016	Ely	Ely Library	Drop In	Living Streets	2

**Table 1: TSEC consultation events**

Generally attendance at the public drop in exhibitions was quite low, with an average of 9 attending each of the Soham, Littleport, Sutton and Ellesmere events.

Attendance at Ely was considerably higher. A mixture of residents, parish and district councillors, local stakeholders and an officer from a neighbouring council attended.

The Living Streets events had a similar attendance rate to the majority of the County Council events.

## **2.4 Feedback**

Results from the County Council paper surveys were transcribed onto the online survey and analysed by the Cambridgeshire Research Group. Section 3.2.1 summarises the main findings from this analysis. Feedback from the consultation questionnaire, letters and emails, comments from the exhibition events and the free text answer from question 5<sup>48</sup> of the consultation questionnaire have been compiled and analysed in section 3.2.2.

The analysis of the Living Streets consultation data was undertaken in full by Living Streets as outlined in the Living Streets TSEC Consultation report. The key findings have been extracted and summarised in section 3.1. The full report can be viewed in Appendix E, and includes a copy of the Living Streets questionnaire.

## **3. Results**

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### **3.1 Living Streets consultation feedback**

A total of 92 people responded to the Living Streets consultation, 45 in face to face events and the remainder by the reproduced Living Streets online survey.

Not all of the questions were answered by all respondents. The questionnaire results do not include the primary school or learning disability as this was not considered to be suitable for the audience, instead these were run as discussion groups.

#### **About you** **Respondent locations**

The majority of respondents came from a CB7 postcode, which represents the area within the Isleham – Upware – Littleport area. CB6 and CB25, with the remaining 52% from a range of other post codes.

#### **Respondent age**

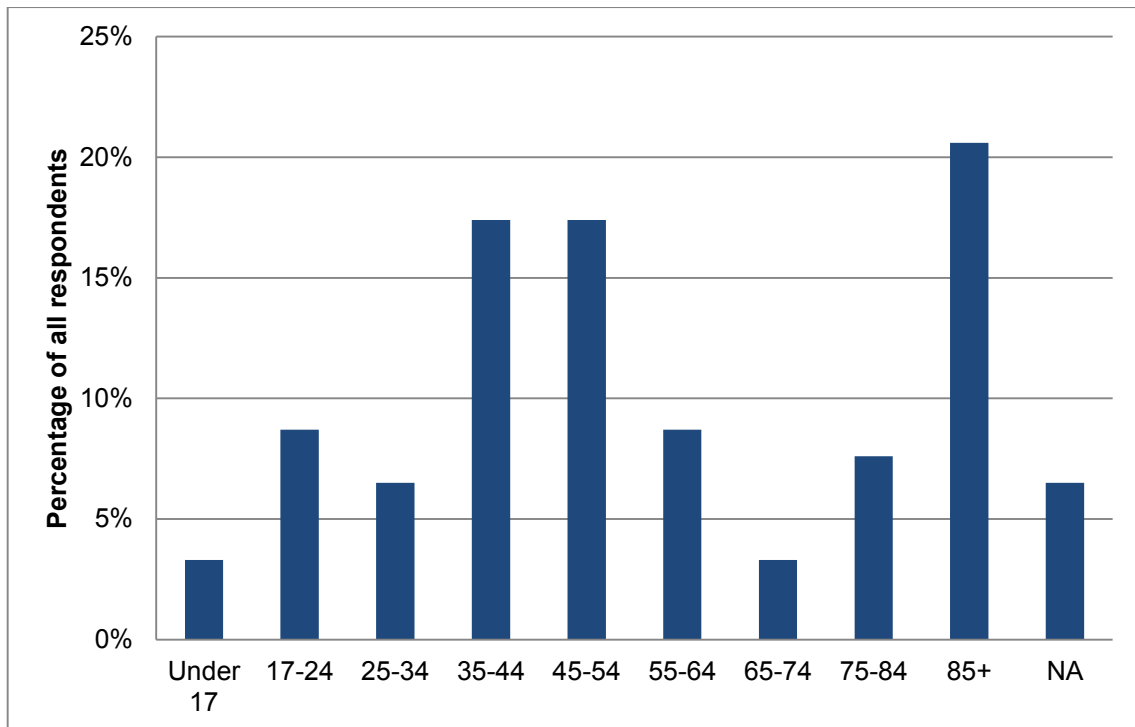
Figure 1 shows that respondent age was relatively evenly spread, with the majority of people responding between the ages of 35-54 and the fewest responding from the 65-75 and under 17 age groups. Living Streets noted the numbers of respondents from each of the target groups from the questionnaires:

- Older people (>65 years old): 29 (32%) over 65; 19 (21%) over 85
- Younger people(<25 years old): 11 (12%) under 25; 3 under 17

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<sup>48</sup> Question 5: “Do you have any comments relating to the TSEC objectives and policies, or any schemes in the Action Plan which you feel should be added or removed?”

- People with disabilities: 28 (33.5%) have a disability which effects the way they travel
- Working people: 35 (38%) indicated that they travel through East Cambs for work



**Figure 1: Respondent age breakdown**

### **Car ownership**

62.8% of respondents indicated that they own a car. Of the 32 (or 37.2%) people who indicated that they do not own a car, 59.4% indicated that they don't drive because of a disability.

### **Main reasons for travel in and around East Cambridgeshire**

The respondents were asked what their main reasons for travel are, and reasons have been identified as follows:

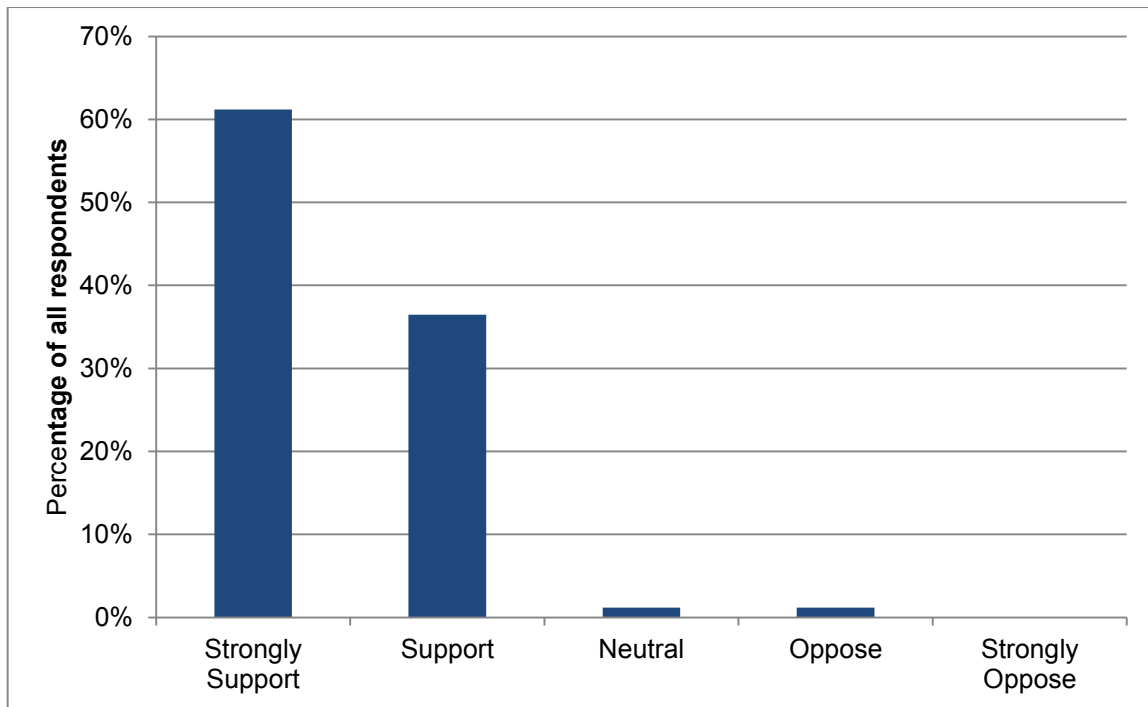
- Shopping (41 respondents)
- Social, including day centre (38 respondents)
- Work (35 respondents)

Other reasons include leisure, parent / carer duties, health appointments, education and volunteering.

### **Opinions on the TSEC**

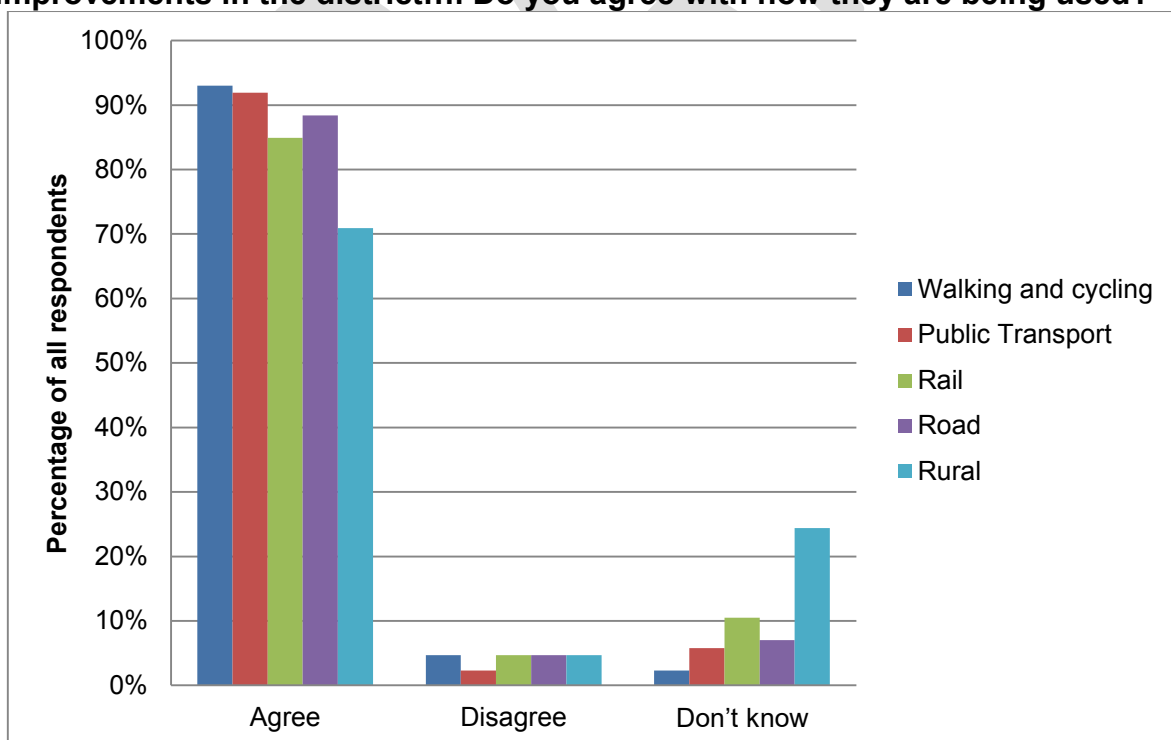
#### **Do you support the six objectives set out for the TSEC?**

A total of 85 people responded to this. Figure 2 illustrates that the majority of respondents strongly supported or supported the objectives.



**Figure 2: Respondent support of the strategy objectives.**

**We want your views on the policies being used to address the six objectives. These policies are used to support and create plans for transport improvements in the district.... Do you agree with how they are being used?**



**Figure 3: Respondent support for how policies within the TSEC are being used to address different methods of travel**



Figure 3 indicates that the majority of respondents agree with the way policies are being used – most notably for walking and cycling and public transport. Living Streets noted that the lower acceptance of the way rural policies have been used is likely to be due to the lack of knowledge of what community transport is.

**Using the map and information in the leaflet, please indicate the 5 major schemes that you feel are most important to improve travel throughout East Cambridgeshire.**

Due to the scope of this question it was difficult for respondents to answer adequately. Therefore the data has been summarised qualitatively rather than quantitatively.

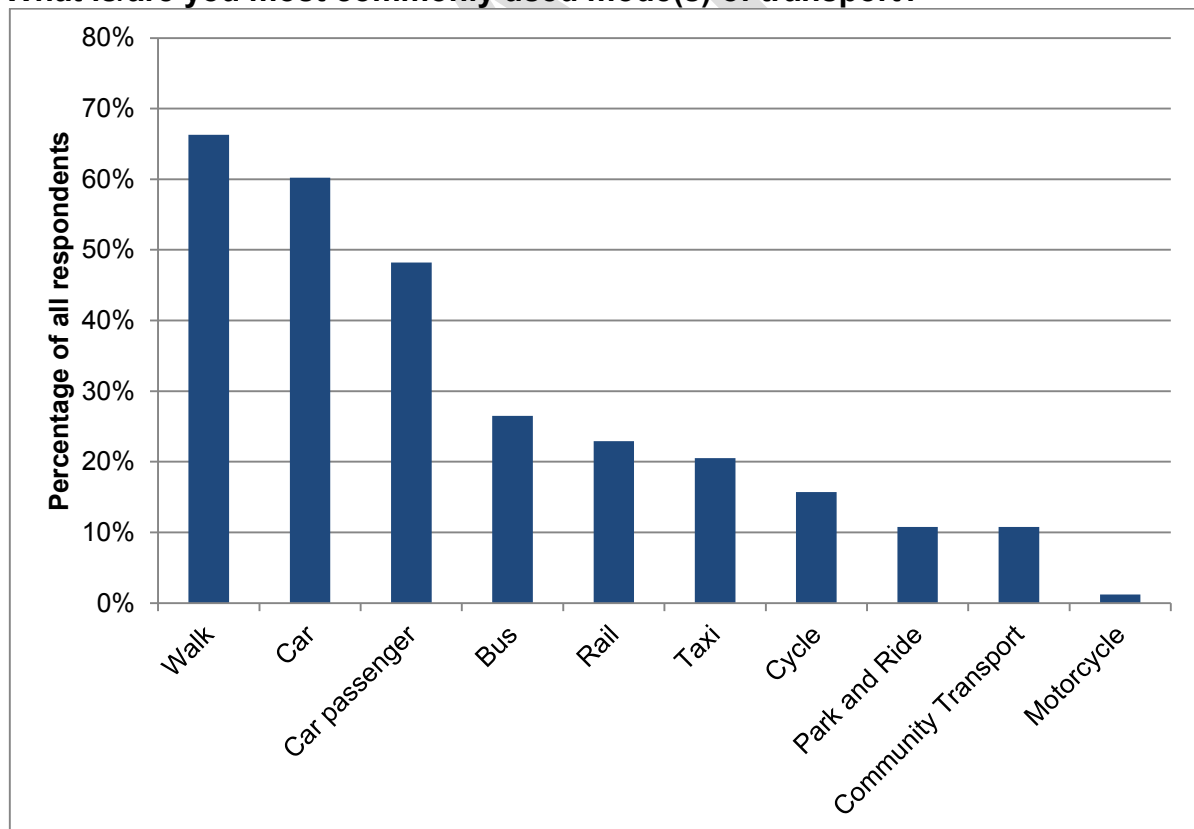
The top three schemes identified to be important include:

- Ely Southern Bypass.
- A14/ A10 Milton Interchange.
- A10 widening.

Question 4 has not been analysed due to the reasons above, and question 5 has been addressed in section 3.2.2.

**Environment and Health**

**What is/are you most commonly used mode(s) of transport?**



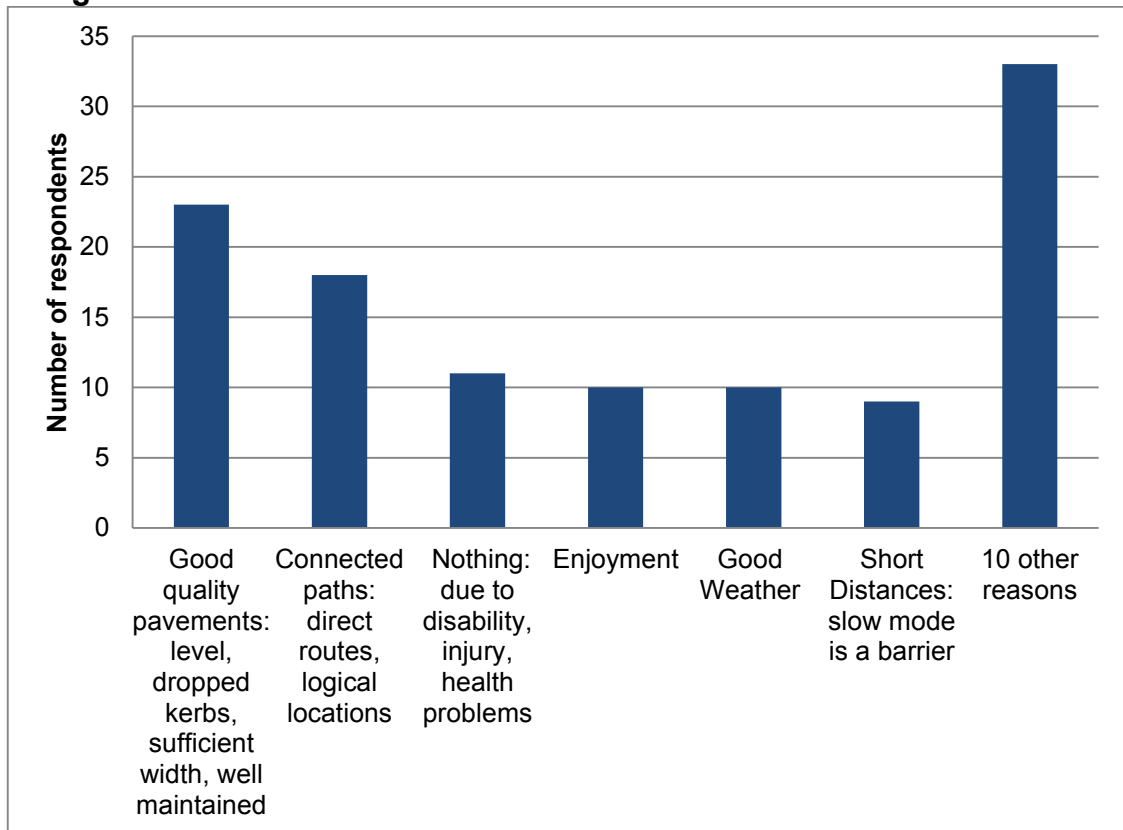
**Figure 4: Respondent main modes of travel**

Figure 4 illustrates that walking is the most popular mode, followed by car as a driver and as a passenger.

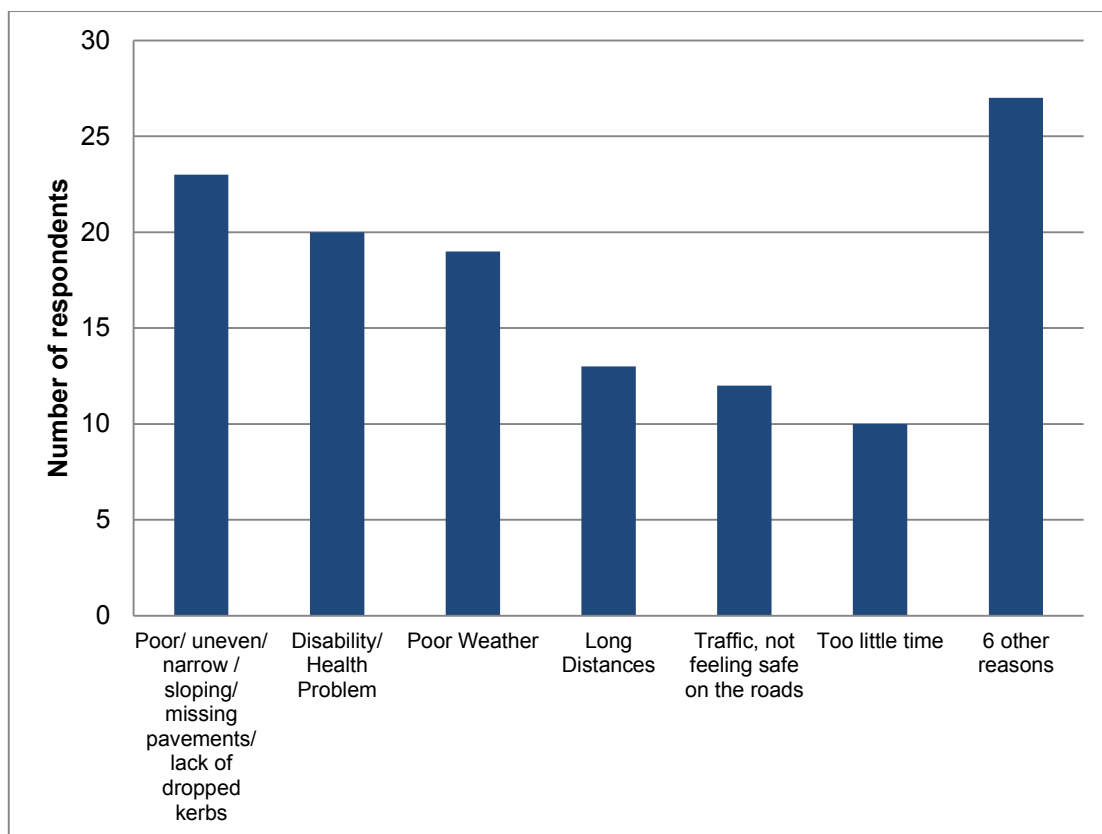
### What encourages you to walk? What prevents or dissuades you from walking?

This question was free text, so more than one answer could be given.

#### Walking



**Figure 5: Motivational factors for walking short journeys (79 responses)**



**Figure 6: Barriers to walking short journeys (86 responses)**

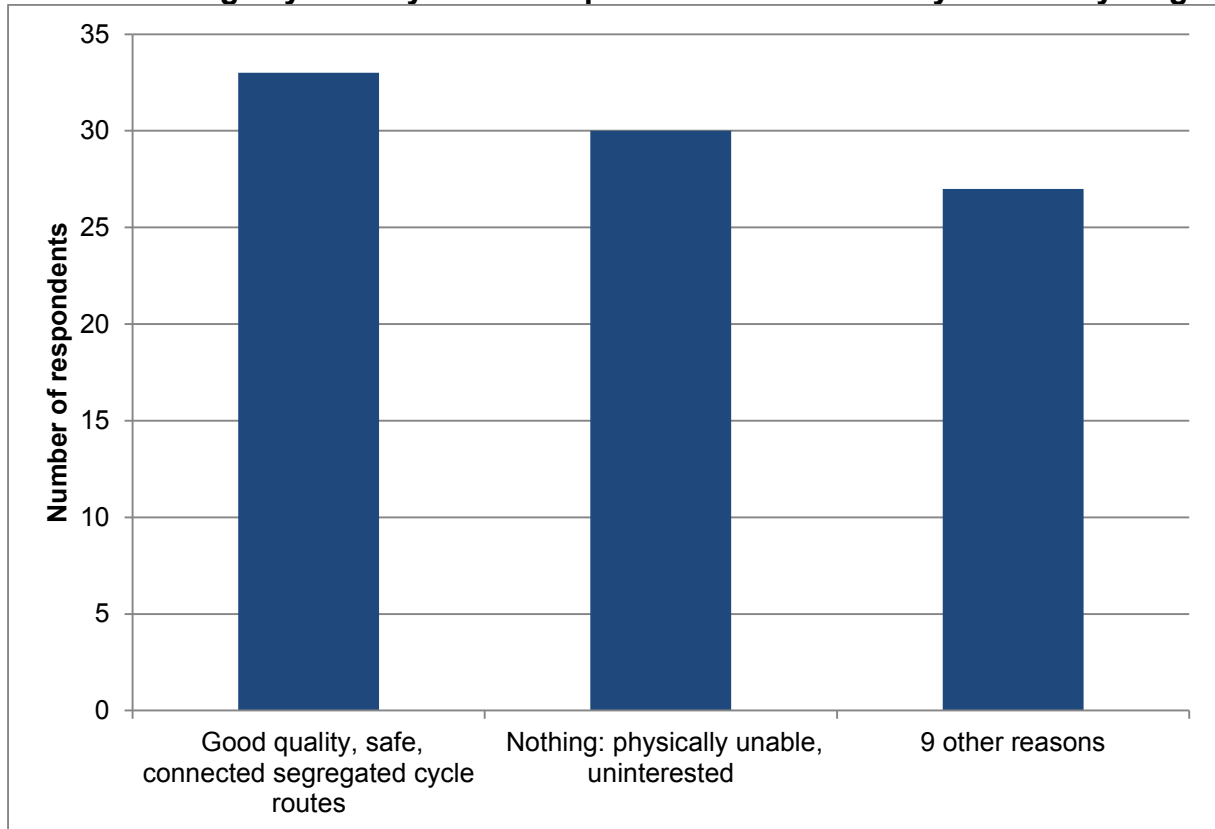
The main reasons given have been grouped by Living Streets into the categories as illustrated in the above figures.

It is clear from figures 5 and 6 that most of the motivations and barriers complement each other. The biggest barrier has been recognised to be the quality of the pavements; with a lack of dropped kerbs, and evidently good quality footpaths is also the biggest motivational factor. Similarly long distances is noted to be one of the biggest barriers, and connected pathways and direct routes was connected to be the second most encouraging factor.

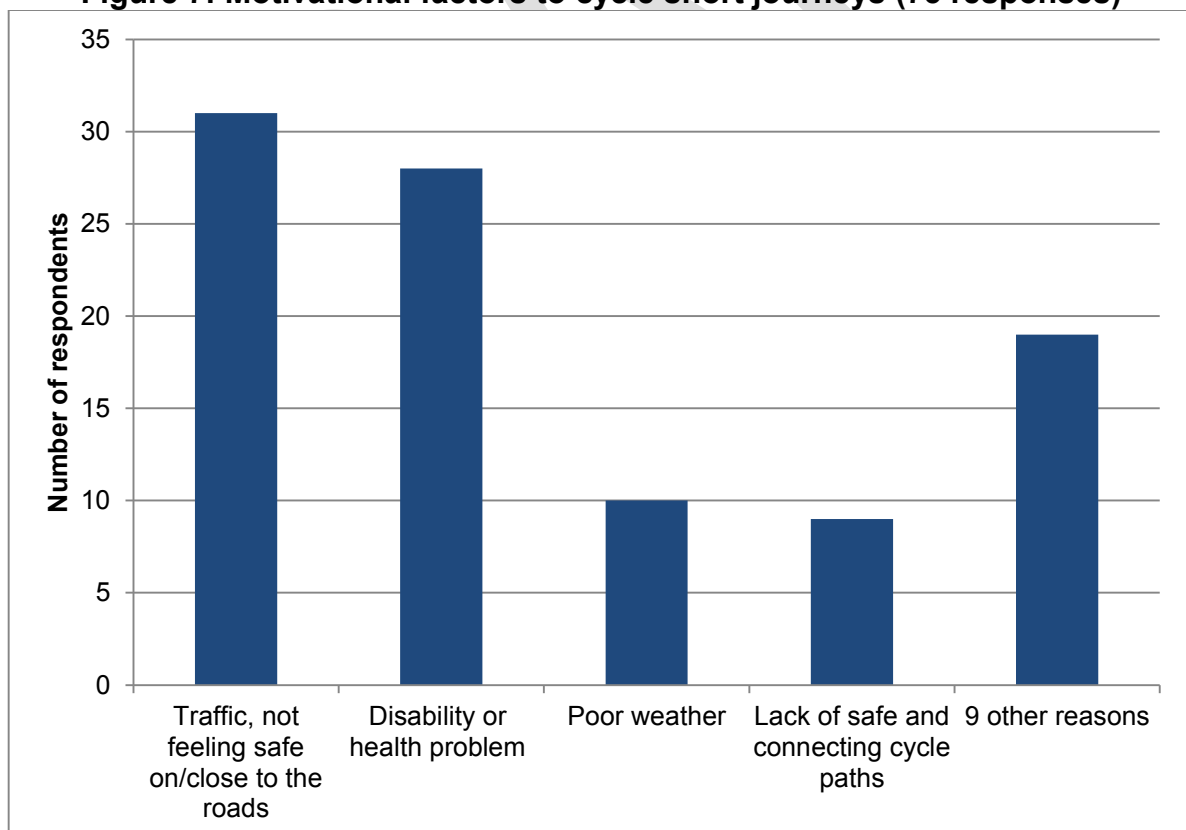
Ten other motivational factors were also mentioned, however only a few people expressed each of these. These include: having a walking aid (6); health benefits (5); pleasant surroundings (4); safer routes (4); having a dog (2); convenience (2); low cost (2); good street lighting (2); plenty of time (2); and other reasons which have not been identified (4).

Six other barriers have also been expressed. These include badly connected pathways (5), inconvenience (5), lack of motivation (3), dog mess (3), poor/ no lighting (3), dangerous crossings (2), other (6).

**What encourages you to cycle? What prevents or dissuades you from cycling?**



**Figure 7: Motivational factors to cycle short journeys (75 responses)**



**Figure 8: Barriers to cycling short journeys (77 responses)**

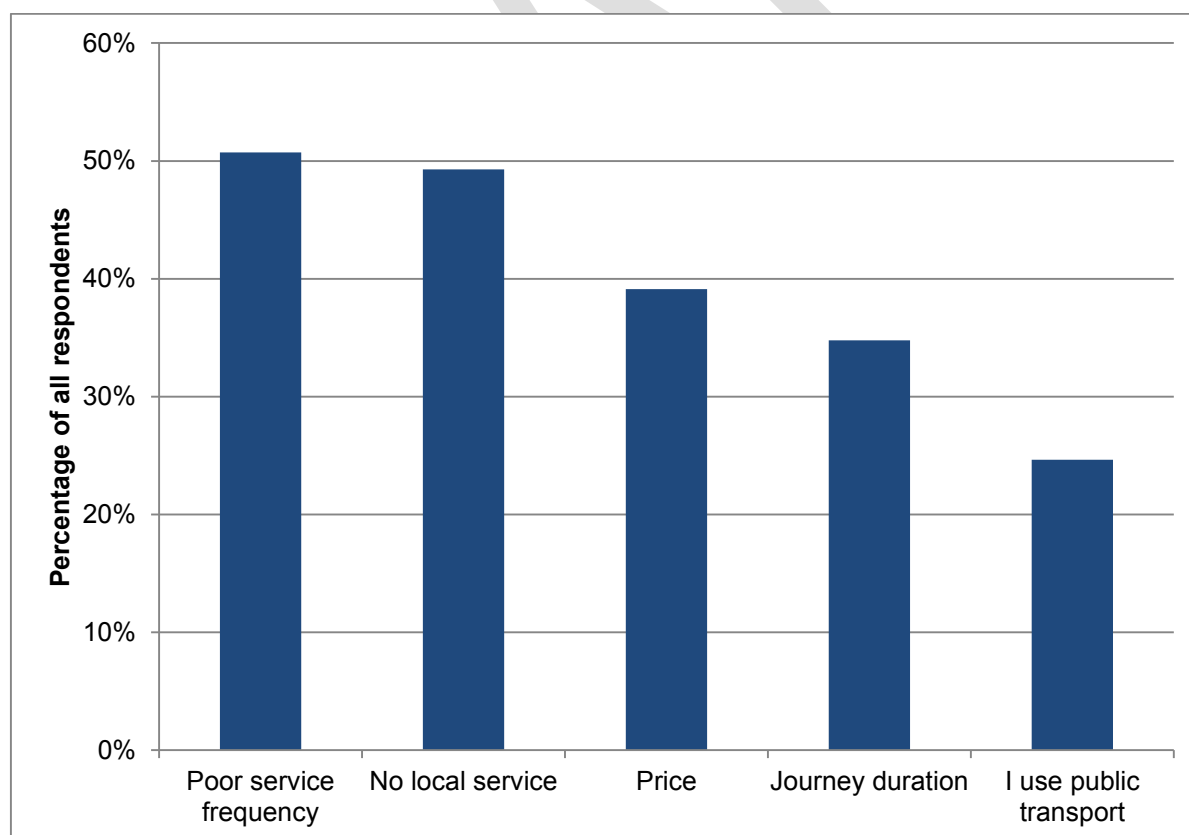
Like walking, the cycling motivational factors and barriers are complimentary. Two of the main barriers to cycling have been noted as feeling unsafe due to the proximity to traffic on the roads, and the lack of safe and connecting cycle paths. It was noted that the motivation to improve this would be good quality, safe, connected and segregated cycle routes.

Nine other factors were highlighted as being motivations to cycle short distances. These include: safer roads (5), good weather (4), owning a bike (4), convenience (3), good lighting (2), short distances (2), enjoyment (2), secure cycle parking (2), or other reasons (3).

Nine other factors were highlighted as being a barrier to cycle short distances. These include: no access to a bike (3), inconvenience (3), lack of cycle parking (2), lack of time (2), bike crime (2), lack of motivation (2), can't take bike on train easily (2), not interested (2), arriving at work too sweaty (1).

### **What prevents you or dissuades you from using public transport to access your local market town?**

69 people responded to this question. The main reasons are illustrated proportionately in figure 9. This indicates that poor service frequency and lack of local services are the two biggest issues.

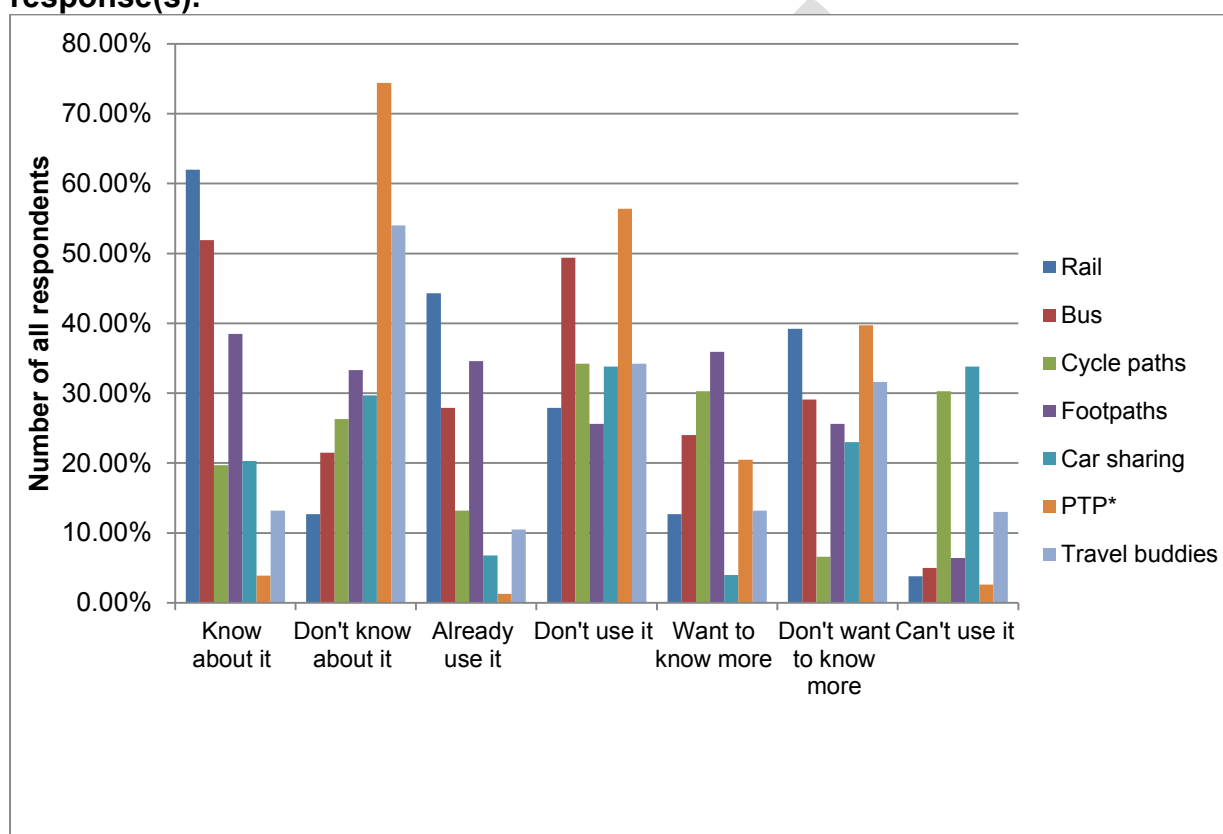


**Figure 9: Main barriers to using public transport**

The main issues of public transport were discussed and these include:

- Infrequent: hourly/two-hourly, once daily, not at all
- Inconvenient/ indirect: no rail station nearby or access to it/ no direct bus route
- Inaccessible: wheelchair users not confident on getting onto the bus due to: unhelpful driver, wheelchair spaces being occupied by other wheelchairs or pushchairs – waiting for the next bus is not practical.
- Expensive: especially for younger people – cheaper to travel by train to Cambridge

**Do you know about your local transport options? Please tick the applicable response(s).**



**Figure 10: Respondent awareness of local transport options**

It is evident from figure 10 that rail and bus are the most known option. It appears that very few people know about the Smart Travel options available, in particular Personal Travel Planning (PTP).

## 3.2 County Council consultation feedback

### 3.2.1 Analysis of the consultation questionnaire

In total 210 responses to the survey were received.

The analysis of the TSEC questionnaire results was undertaken by the Cambridgeshire Research Group. The full report is located in Appendix F. Key results are highlighted below.

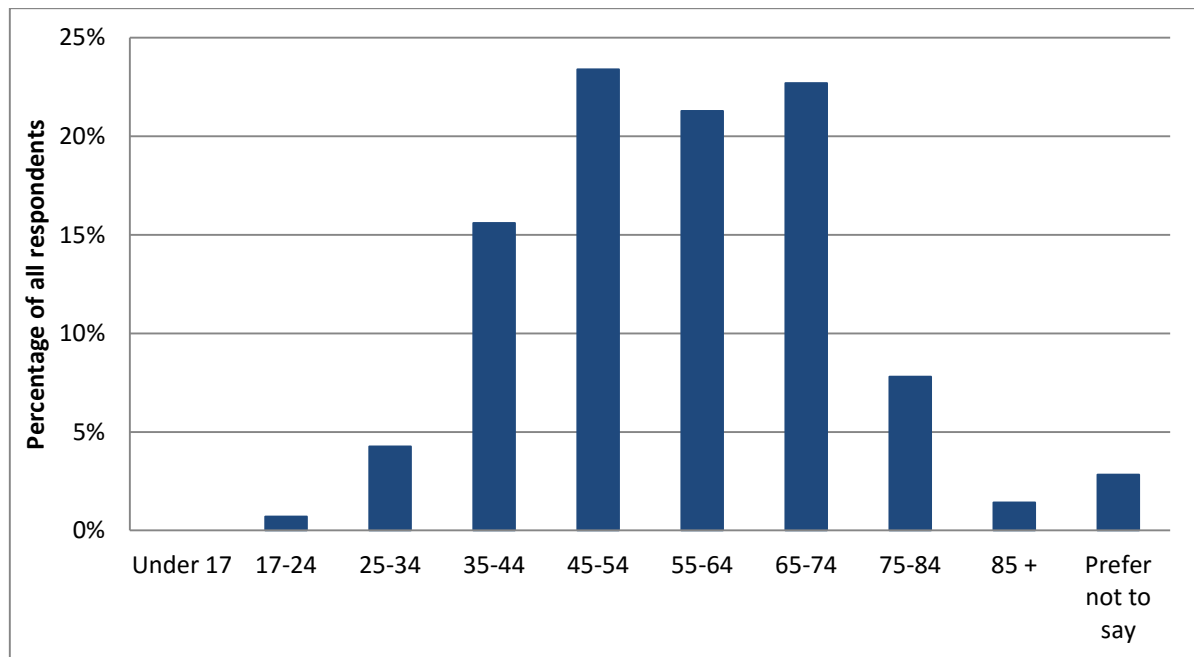


## About you

### Respondent Locations

112 respondents left an identifiable postcode. The majority of responses have been returned from clusters in Ely, Soham and Newmarket as well as other smaller clusters and individual areas such as Sutton, Haddenham and Kennet as well as the Cambridge area.

### Respondent Age



**Figure 11: Respondent age breakdown**

Figure 11 shows that the majority of respondents were between 35 and 74 years old, with the majority of responses originating from the 45 to 54 age bracket.

### Car Ownership

Of the people who answered the question on car ownership, 85.7% indicated that they own a car, and 95.6% identified that they are physically able to drive. 8.5% of respondents indicated that they had a disability which influenced the way they travel.

### Reasons for travel in and around East Cambridgeshire

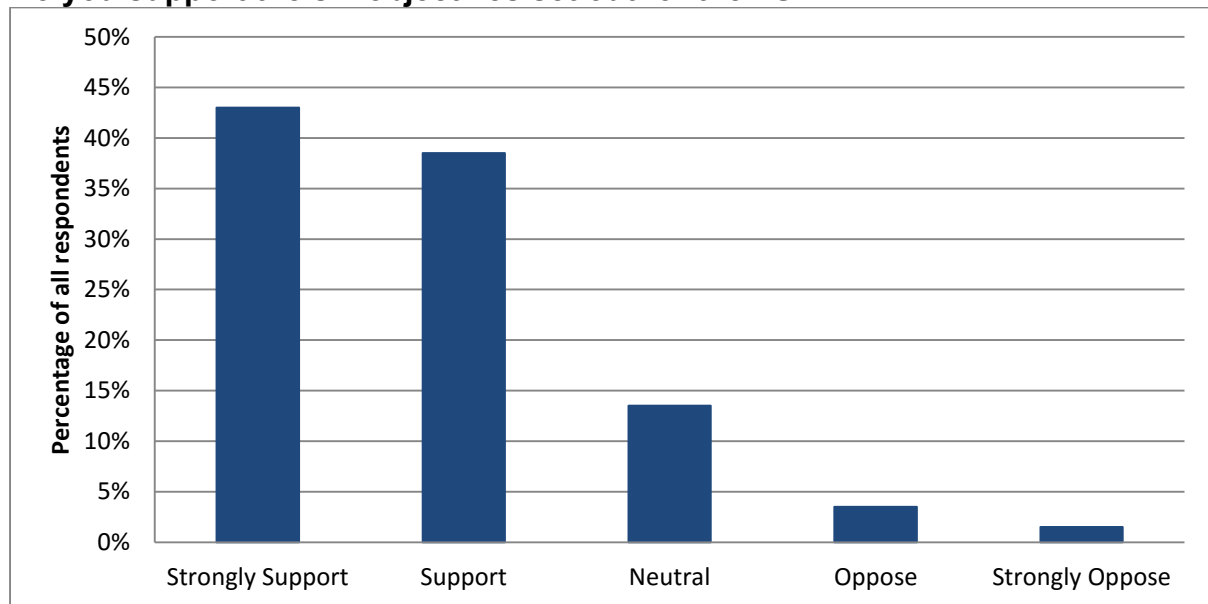
136 respondents provided their main reasons for travel around East Cambridgeshire, which included the following:

- Shopping
- Leisure
- Work
- Cross-commuting – using their route through East Cambridgeshire to reach a destination out of the district
- Visiting family and friends

- Tourism
- Commuting children to school
- Hospital and doctor appointments / visits
- Attending community groups, including for mother/baby groups, practising religion and poetry/jazz clubs
- Volunteering work

## Opinions on the TSEC

### Do you support the six objectives set out for the TSEC?

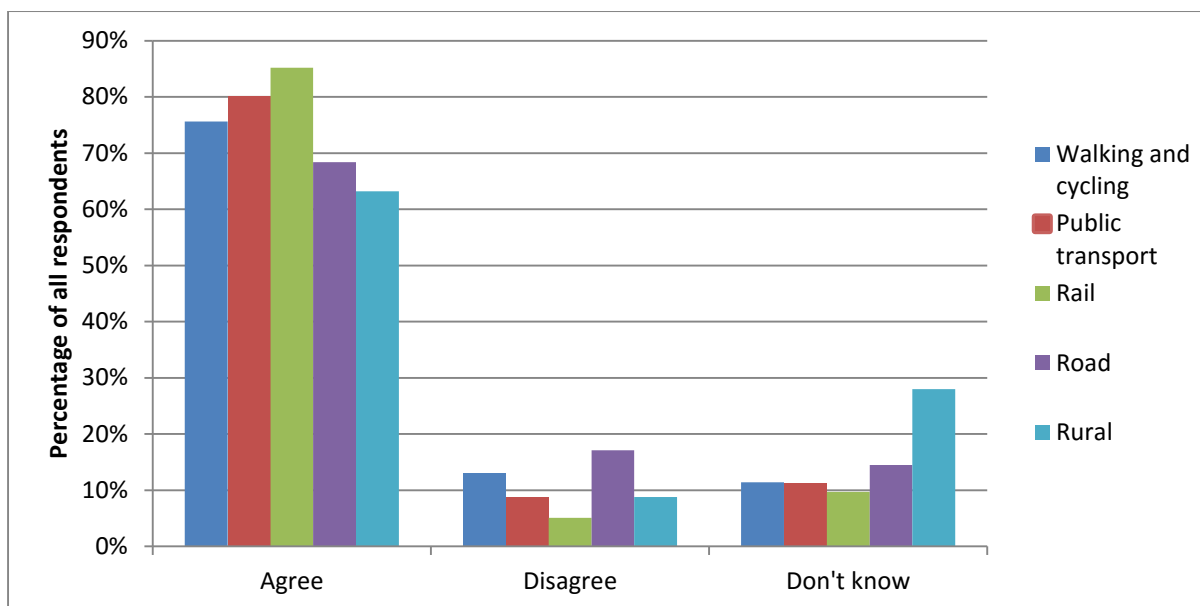


**Figure 12: Respondent support of the strategy objectives**

Overall, 81.5% of respondents strongly supported or supported the six objectives set out for the TSEC. Only 5% indicated any opposition.

**We want your views on the policies being used to address the six objectives. These policies are used to support and create plans for transport improvements in the district.... Do you agree with how they are being used?**

The majority of respondents agreed with the policies for all five. Strongest negative opinion was felt towards road travel (17.1% disagreed).



**Figure 13: Respondent support for how Polices are being used to address modes of travel**

Using the map and information in the leaflet, please indicate the 5 major schemes that you feel are most important to improve travel throughout East Cambridgeshire.

Ran k	Respons e Rate	Most popular schemes identified.			
1	132	Ely Southern Bypass (31.8%)	Soham Railway Station (12.9%)	Ely: A10 Dualling between A142 Witchford Road and A142 Angel Drove junctions = link to cycle bridge (10.6%)	
2	127	Ely North junction rail improvements (15%)	A14/A142 junction capacity improvements near Newmarket (12.6%)	Ely Southern Bypass (14.2%)	
3	122	Ely: A10 Dualling between A142 Witchford Road and A142 Angel Drove junctions = link to cycle bridge (13.9%)	A14/A142 junction capacity improvements near Newmarket (12.3%)	Ely North junction rail improvements (9.8%)	
4	104	Soham area rail infrastructure improvements	Ely North junction rail improvements	A14 capacity improvements east of Cambridge	A14/A10 Milton interchange improvements

5	94	A14/A10 Milton interchange improvement (14.0%)	Newmarket West Curve (11.8%)	Soham Railway Station (9.7%)
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**Table 2: Top five ranked major schemes**

Open text fields were provided so that respondents could propose additional schemes if needed. The top three (or four) schemes were mentioned the most.

It is evident that the most popular scheme is Ely Southern Bypass. Other popular schemes are: Soham Railway Station, A10 Duelling A142 Witchford Road to A142 Angel Drove and A14/A142 Junction 37 capacity improvements.

**Of the other schemes summarised in the leaflet, which 5 schemes do you see as being the most important to improving travel throughout East Cambridgeshire?**

92 people responded to this question. Of these responses, the following were the key proposals:

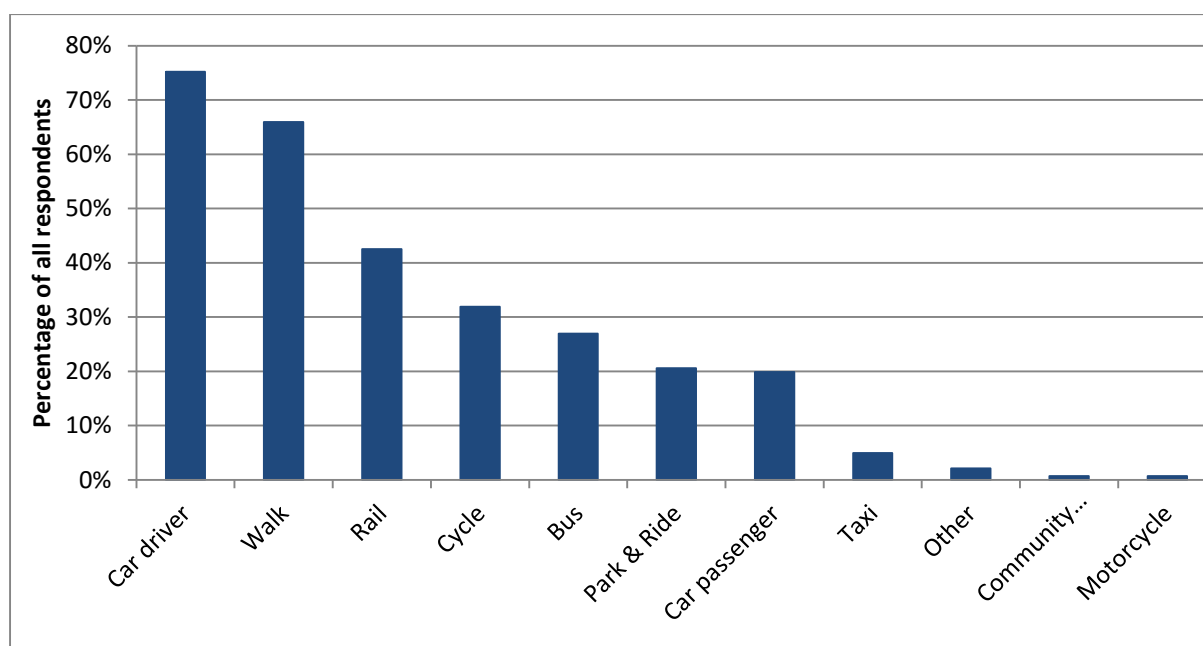
- Better bus links to train stations
- Developing an A10 cycleway from Ely to Cambridge
- Cycle / pedestrian infrastructure improvements between Newmarket and Dullingham
- A reduction in the number of HGVs travelling through villages
- Improved cycle safety features at the Broad Street / Back Hill interchange in Ely
- South Eastern gateway linkages
- A cycle path from Soham to Ely
- A cycle path from Ditton to Stetchworth
- Traffic calming measures in Stetchworth

**Do you have any comments relating to the TSEC objectives and policies, or any schemes in the Action Plan which you feel should be added or removed?**

127 or people answered this question. The main comments have been summarised in the consultation report in Appendix F. These comments have also been considered in the strategy document re-write, and further analysis of these results has been included in section 3.2.2.

## Environment and Health

### What is/are you most commonly used mode(s) of transport?



**Figure 14: Most commonly used of travel**

Figure 14 illustrates that car travel and walking are the two most common modes of travel.

### What encourages you to walk? What prevents or dissuades you from walking?

Encouragement	Barrier
Staying healthy/ Exercise Walking pets Opportunity to save time Cost saving Suitable paths Pleasant/ safe environment	Traffic Safety - Speeding vehicles Maintenance of routes Pollution Difficulties crossing roads

**Table 3: Motivational factors and barriers to walking short journeys**

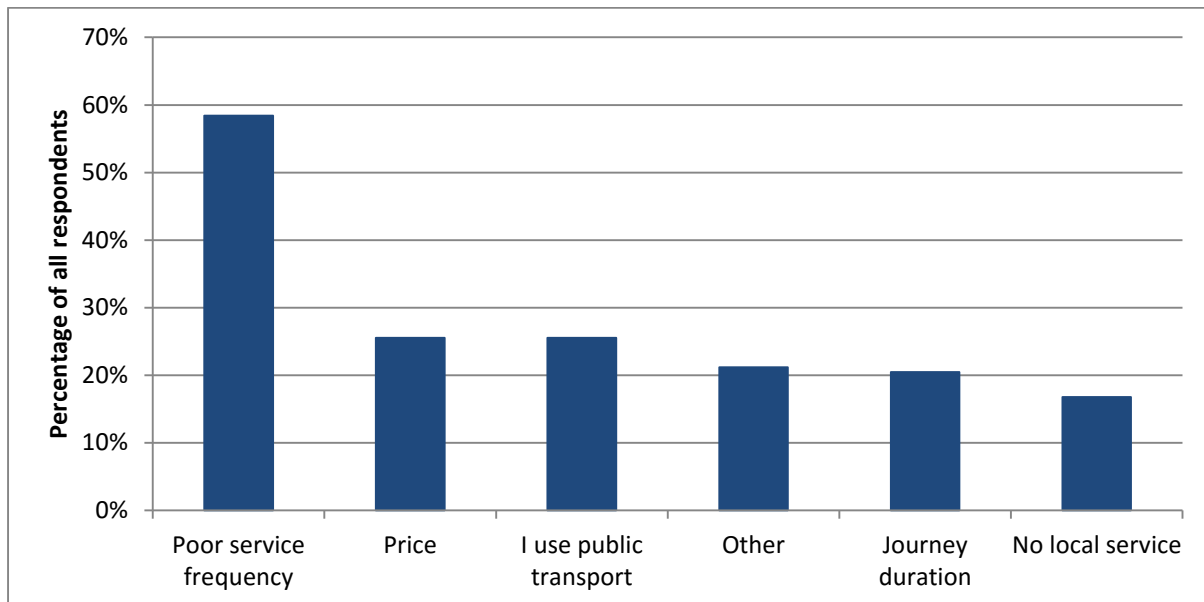
### What encourages you to cycle? What prevents or dissuades you from cycling?

Encouragement	Barrier
Staying healthy/ Exercise Speed of journey Efficiency with accessing multiple destinations Cost saving Nothing	Weather Safety – Speeding vehicles, obstacles Bad driving practices/ bad attitude towards cyclists

**Table 4: Motivational factors and barriers to cycling short journeys**

## What prevents you or dissuades you from using public transport to access your local market town?

Five key reasons were proposed in the leaflet, with an “other” option to provide further comments.



**Figure 15: Main barriers to public transport**

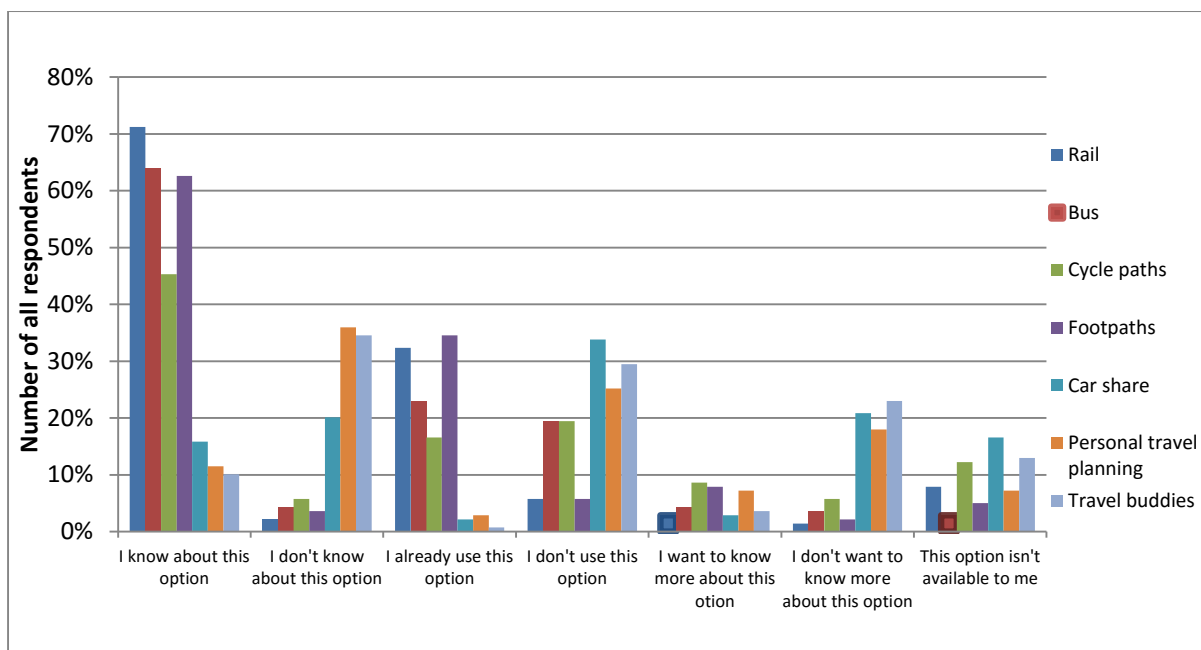
Figure 15 illustrates that poor service frequency is the biggest discouraging factor to using public transport.

29 respondents left other suggestions which included:

- Distance to travel – e.g. living close enough to walk
- Public transport times – that services do not run early or late enough
- Reliability – one respondent noted “Unreliable service, I cannot afford to be late for work”
- Ease and comfort of own vehicle – for some this related to baggage such as shopping, whilst for others this related to the cleanliness of public transport

**Do you know about your local transport options? Please tick the applicable response(s).**

139 people responded to this question, and the percentages are taken from the total number of respondents to the question overall, due to the multiple choice nature of this question.



**Figure 16: Respondent knowledge of local transport options**

This figure illustrates that recipients know little about Smart travel options and have little appetite to know more.

### **3.2.2 Written responses and drop in exhibition comments from stakeholders and the general public**

In total the County Council received 36 letters and emails from a variety of stakeholders, residents, Parish Councils, Councillors and officers from Cambridgeshire County Council and neighbouring councils.

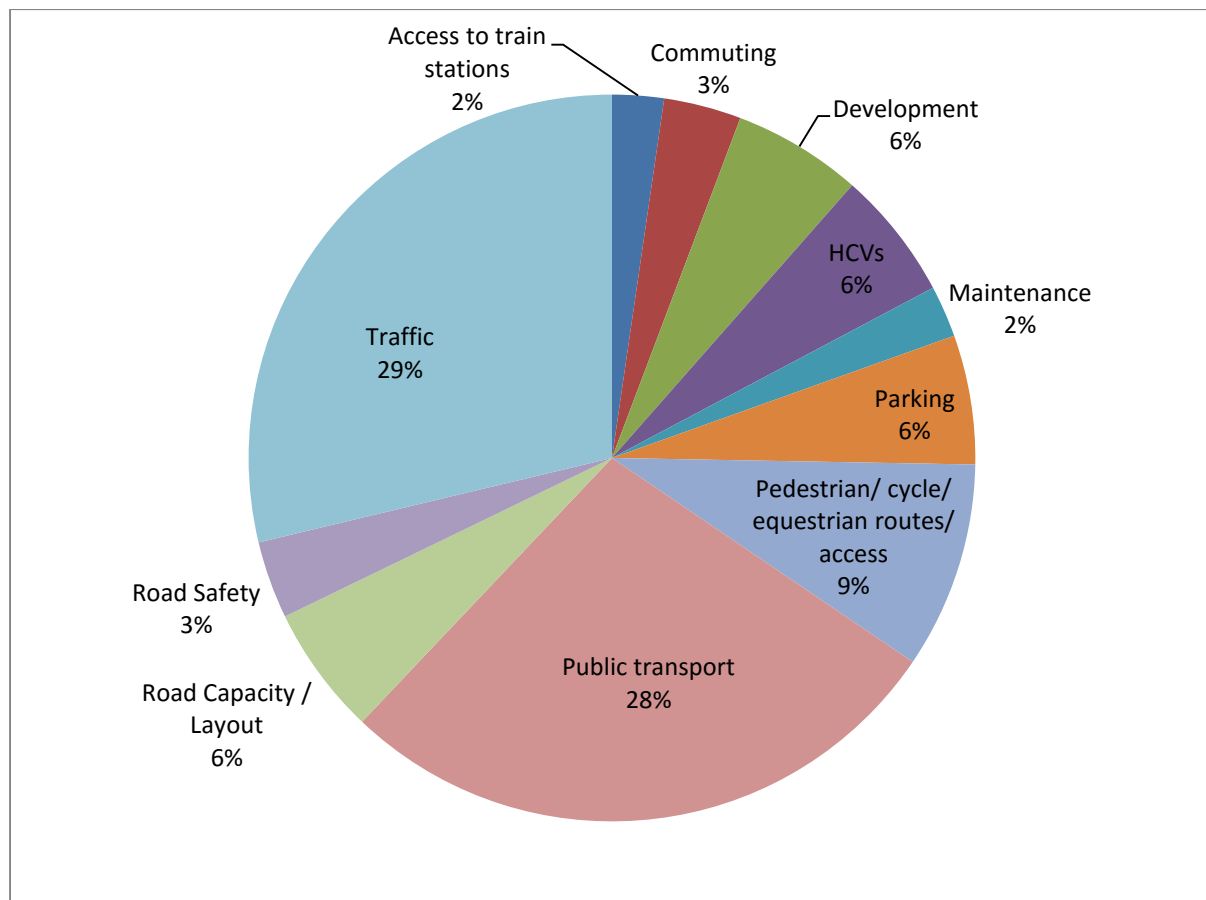
The comments from letters and emails, exhibition comments and the additional feedback from question 5 from the consultation questionnaire have been compiled and summarised in the sections below.

Specific issues have been noted, and the comments were collated into common themes and issues. This particularly includes key local issues, content which was not supported and the content which needed to be altered/ added, schemes which were not supported, and schemes which needed to be added or altered. All comments have been kept anonymous.



## Key Local Transport Issues

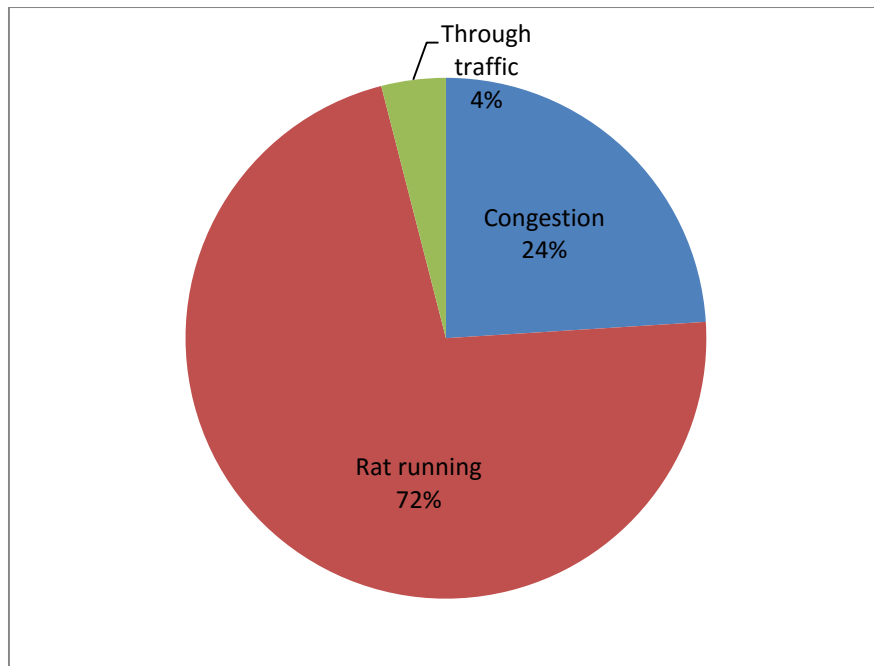
In total 75 responses identified local transport issues, these have been categorised into key types of issues and are illustrated in figure 17.



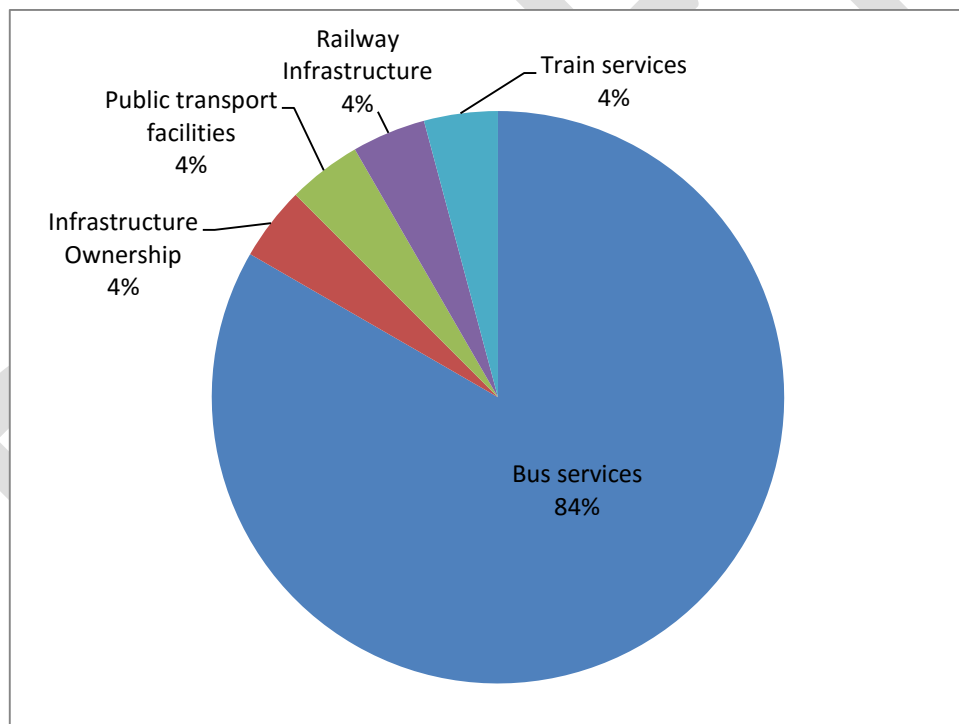
**Figure 17: Local issues identified**

This illustrates that traffic and public transport have been identified as the top two areas that respondents raised. The key aspects of these have been analysed below. Figure 18 clearly illustrates that rat running is the predominant traffic issue. The majority of the rat-running responses were in relation to the quantity and type of traffic travelling between the A11 and A14.

The issues with public transport were very broad; however predominant issues with bus services were identified to be the lack of late night and Sunday/ Bank holiday services. The low relative frequency of services proving an unattractive alternative to the private car. Specific service issues were also identified, and concerns over the role of community transport were flagged.



**Figure 18: Key traffic related issues identified**



**Figure 19: Key public transport related issues identified**

### Comments on Content Summary Content Supported

Policies: Four different stakeholders made specific comments on the policies they supported. Most support was given to TSEC Policy 7. Walking and cycling policies as well as public transport policies were highly approved as well as TSEC Policies 1, 10, 12, 16 and 17.

Objectives: Four stakeholders actively identified that they supported all of the strategies objectives

Strategy: 10 stakeholders commented on content that they supported. Comments varied from HGV restrictions to the strategies recognition of the links between transport and health.

### **Content Not Supported**

15 people indicated aspects of the strategy which they did not agree with. Issues included missing content, issues with scheme detail and general issues with the strategy. These have been noted.

### **Summary of content which will be altered/ added**

A number of stakeholders, parish councils, councillors, County Council officers and residents have made comments on the content of the TSEC. The sections which are to be updated or included are as follows:

- Transport for Leisure
- Freight movements and Heavy Goods Vehicles
- Road Safety

### **Comments on Schemes Supported Schemes**

36 people made a comment on the schemes which are supported. Of these comments the most supported was the Ely Southern Bypass. People were also supportive of general rail improvements which increased the capacity of the rail line as well as reducing the amount of freight on the road.

### **Schemes not supported**

23 comments were made on schemes which are not supported. The majority of these comments (11) were made in reference to schemes which are already included in the adopted Long Term Transport Strategy. Five of these comments were in relation to certain aspects of the public transport scheme package of measures in Ely.

Of the remaining comments, five were general comments on the schemes, and four were in relation to the cycle bridge over the A10.

### **Schemes to alter**

12 respondents indicated schemes which should be altered. These comments were in relation to a variety of schemes.

## Schemes to add

A great number of additional schemes have been suggested. These have been individually assessed in line with TSEC policies while considering funding constraints. While the TSEC strives to be aspirational, it also needs to remain realistic. The most requested scheme to include is to investigate what can be done to reduce the impact of traffic travelling between the A11 and A14 through Kennet/Kentford.

## Summary


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The TSEC objectives and policies are supported or strongly supported by the majority of respondents. The most supported scheme is the Ely Southern Bypass with strong support also indicated for A10 dualling at Ely, Ely North rail junction improvements and Soham Railway Station and improvements to A10/A14 Milton interchange.

The consultation unveiled a wide range of barriers to walking and cycling for short journeys. The main themes included the suitability of provision, missing links and the safety of routes. Many issues with Public Transport were identified, including service frequency, and having a local service. Notably, very few people knew about Smart Travel Options such as car sharing or Personal Travel Planning, and neither did they want to know about them.

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## Appendix A: TSEC Webpage Screen Grab

Cambridgeshire  
County Council

Maps | Accessibility | Cookies

Go

Residents					Business		Your council	
Adults & older people	Births, deaths & marriages	Children & families	Consumer protection	Health & keeping well	Jobs & volunteering	Libraries, leisure & culture	Travel, roads & parking	Waste & recycling

Home > Residents > Travel, roads & parking > Transport plans and policies

Navigation

Residents

Travel, roads & parking

Buses

Community transport

Cycling

Parking, permits & fines

Roads and pathways

Transport funding bids & studies

**Transport plans and policies**

Transport projects

## Transport plans and policies

Go to

[Local Transport Plan \(LTP\)](#)

[Cambridge City and South Cambs transport strategy](#)

[Market town transport strategies](#)

[Transport delivery plan and highway policies](#)

[Long term transport strategy](#)

**Transport Strategy for East Cambridgeshire**

[Cambridge corridor transport plans](#)

### Transport Strategy for East Cambridgeshire

Consultation on the Draft Transport Strategy for East Cambridgeshire

We will be consulting on the [Draft Transport Strategy for East Cambridgeshire \(pdf, 3.6MB\)](#) from the 29th February to 8th April.

Click here to fill in the survey by 8 April 2016

#### What is the Draft Transport Strategy for East Cambridgeshire?

We have drafted a transport strategy to tackle the current and future transport pressures in and around the district, and to help support growth in East Cambridgeshire. The purpose of this strategy is to:

- Provide a detailed policy framework and Action Plan of potential transport improvements for the area, addressing current problems and consistent with the policies of the third [Cambridgeshire Local Transport Plan 2011-2031 \(LTP3\)](#).
- Support the East Cambridgeshire Local Plan, and take account of the committed and predicted levels of growth, detailing the transport infrastructure and services necessary to deliver this growth.

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http://www.cambridgeshire.gov.uk/TSEC Transport Strategy for East ...

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improvements for the area, addressing current problems and consistent with the policies of the third [Cambridgeshire Local Transport Plan 2011-2031 \(LTP3\)](#).

- Support the East Cambridgeshire Local Plan, and take account of the committed and predicted levels of growth, detailing the transport infrastructure and services necessary to deliver this growth.

The strategy contains details of the schemes proposed in the short and medium term as well as the longer term schemes as proposed in the [Long Term Transport Strategy](#).

We want the views of anyone who lives, works, visits or travels through East Cambridgeshire in order to improve this draft transport strategy. Let us know your views on the strategy objectives, policies and the action plan of proposed transport improvements for the area by answering the questionnaire before the 8th April 2016.


View the [TSEC consultation leaflet \(pdf, 1MB\)](#) for a summary of the information we are consulting on and answer the questionnaire. Alternatively, hard copies of the consultation leaflet and questionnaire are available at libraries and doctors surgeries around East Cambridgeshire or by request via the contact details below.

Come to talk to us and fill in a questionnaire at one of the public exhibitions below:






- Monday 7th March, 3–7pm, The Ellesmere Centre, Ley Road, Stetchworth, Newmarket, Suffolk CB8 9TS
- Thursday 10th March, 3–7pm, The Glebe – Hall, 4 High Street, Sutton, Ely, Cambs, CB6 2RB
- Monday 14th March, 3–7pm, Littleport Village Hall, Victoria Street, Littleport, Ely, CB6 1LX
- Tuesday 15th March, 3–7pm, The Walter Geidney Pavillion, Fountain Lane, Soham, CB7 5PL
- Tuesday 22nd March, 3–7pm, Etheldreda Room, Cathedral Centre, Palace Green, Ely, Cambs, CB7 4EW

If you are unable to attend an exhibition, but would still like to ask us a question about the proposals, please contact us by email at [transport.plan@cambridgeshire.gov.uk](mailto:transport.plan@cambridgeshire.gov.uk), by phone on 01223 743884 or by post at Transport, Infrastructure, Policy and Funding Team, SH1310, Shire Hall, Cambridge, CB3 0AP.





# East Cambridgeshire District Council


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### TRANSPORT STRATEGY FOR EAST CAMBRIDGESHIRE

## Help shape East Cambridgeshire's transport future



### Draft Transport Strategy Consultation - 29th Feb to 8th April

Cambridgeshire County Council have drafted a transport strategy to tackle the current and future transport pressures in and around the district, and to help support growth in East Cambridgeshire.

[Read More...](#)

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[News](#)
[Consultations](#)

- New bus shelters a welcome addition to Market Street - 23/02/2016
- Sutton Division By-Election Results Announced 19/2/16 - 19/02/2016
- New insect and reptile farm proves East Cambs is 'open for business' - 15/02/2016
- Residents invited to have their say on a new Local Plan for East Cambridgeshire - 15/02/2016
- A right Royal effort that's anything but rubbish - 09/02/2016

[More News](#)

## Appendix B: Poster Distribution List

ORGANISATION	VILLAGE
<b>Community Centres</b>	
Aldreth Village Centre	Aldreth
Ashley Pavilion	Ashley
Brinkley Memorial Hall	Brinkley
Mandeville Hall, Burwell	Burwell
Gardiner Memorial Hall	
Sidney Taylor Hall, Dullingham	Dullingham
Ely Beet Club	Ely
Arkenstall Centre	Haddenham
The Beeches, Isleham	Isleham
Little Downham Village Centre	Little Downham
Fassage Hall, Lode	Lode
Mepal Village Hall	Mepal
Kirtling Village Hall	Newmarket
Prickwillow Village Hall	Prickwillow
Reach Village Centre	Reach
Walter Gidney Pavilion, Soham	Soham
The Ellesmere Centre, Stetchworth	Stetchworth
Stretham Parish Rooms	Stretham
The Glebe, Sutton	Sutton
Swaffham Prior Village Hall	Swaffham Prior
Swaffham Bulbeck Pavilion	
Westley Waterless Village Hall	Westley Waterless
Wicken Mission Hall	Wicken
Witchford Village Hall	Witchford
<b>Food Premises</b>	
Bottisham Village Stores	Bottisham
One Stop	Burwell
Burwell Stores	
Co-operative Group	
Sainsbury's Supermarkets Ltd	
Aldi Stores Ltd	Ely
Tesco Store Ltd	
Premier	
Cambridge Supermarkets Ltd	
New Barns Road Stores	
Waitrose	

Iceland Frozen Foods plc	Fordham
Ley Stores	
The Co-operative Group Co-op Retails Services Ltd	
Spar	Haddenham
The Co-operative Group Limited	Isleham
Nisa Local	Little Downham
Co-operative Group	Littleport
One Stop	
Central England Co-operative	
Webb Stores	Soham
Soham Shopper	
Londis	
Co-operative Group (CWS)	
Asda Stores Ltd	Stetchworth
Ellesmere Centre Community Shop	
One Stop	Sutton
The Country Store & P.O.	Swaffham Bulbeck
<b>Local Council</b>	
Ashley Parish Council	
Bottisham Parish Council	
Brinkley Parish Council	
Burrough Green Parish Council	
Burwell Parish Council	
Cheveley Parish Council	
Chippenham Parish Council	
City of Ely Council	
Coveney Parish Council	
Dullingham Parish Council	
Ely & East Cambs District Council	
Fordham Parish Council	
Haddenham Parish Council	
Isleham Parish Council	
Kennett Parish Council	
Kirtling Parish Council	
Little Downham Parish Council	
Little Thetford Parish Council	
Littleport Parish Council	
Lode Parish Council	
Mepal Parish Council	

Reach Parish Council	
Snailwell Parish Council	
Soham Town Council	
Stetchworth Parish Council	
Stretham Parish Council	
Sutton Parish Council	
Swaffham Bulbeck Parish Council	
Swaffham Prior Parish Council	
Wentworth Parish Council	
Westley Waterless Parish Council	
Wicken Parish Council	
Wilburton Parish Council	
Witcham Parish Council	
Witchford Parish Council	
Woodditton Parish Council	
Local Shops	
MACE	Cheveley
Book Shop	Haddenham
Post Office	Haddenham
Burrows Newsagents	Ely
Spots Centres	
Bottisham Sports Centre	Bottisham
Burwell Community Sports Centre	Burwell
Ely Outdoor Sports Association	Ely
Littleport Leisure Centre	Littleport
Mepal Outdoor Sports Centre	Mepal
Paradise Sports Centre	Ely
Ross Peers Sports Centre	Soham
Witchford Village College sports Centre and Fitness Suite	Witchford
Local Libraries	
Ely Library (for internal distribution)	
Newmarket Library	

Appendix C: Copy of consultation promotional material  
**Poster**



**TRANSPORT STRATEGY FOR EAST CAMBRIDGESHIRE**  
**Help shape East Cambridgeshire's transport future**



**Have your say 29th February – 8th April**  
We want to hear your views on our objectives and policies which will shape the potential transport improvements throughout the district.

We have drafted a transport strategy to tackle the current and future transport pressures in the district and to help support growth in East Cambridgeshire. Help shape the future of transport improvements in your area. Find out more and tell us your views by visiting our website or attending an exhibition:

Date	Time	Venue
Monday 7th March	3pm – 7pm	The Ellesmere Centre, Ley Road, Stetchworth, Newmarket, Suffolk, CB8 9TS
Thursday 10th March	3pm – 7pm	The Glebe – Hall, 4 High Street, Sutton, Ely, Cambs, CB6 2RB
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Tuesday 22nd March	3pm – 7pm	Etheldreda Room, Cathedral Centre, Palace Green, Ely, Cambs, CB7 4EW

The full strategy and more information is available online at: [www.cambridgeshire.gov.uk/TSEC](http://www.cambridgeshire.gov.uk/TSEC)  
If you don't have time to attend an exhibition, visit our website and complete the survey before the **8th of April** • Call: 01223 743884 • Email: [transport.plan@cambridgeshire.gov.uk](mailto:transport.plan@cambridgeshire.gov.uk)

[www.cambridgeshire.gov.uk](http://www.cambridgeshire.gov.uk)

## Press Release

### “Help shape East Cambridgeshire’s transport future

Residents in East Cambridgeshire are being given the chance to have their say on the potential transport improvements they would like to see to improve the district in the future.



Cambridgeshire County Council is consulting on the draft Transport Strategy for East Cambridgeshire until Friday 8 April which focuses on improving the links between areas of job creation and economic growth.

The strategy has been created to support growth and development detailed within the current East Cambridgeshire Local Plan and to form the basis of the potential transport improvements in the district.

Anyone can have their say by attending one of the events, completing a copy of the questionnaire which can be found at libraries in East Cambridgeshire, or by going online at: [www.cambridgeshire.gov.uk/TSEC](http://www.cambridgeshire.gov.uk/TSEC).

Cllr Ian Bates, Chairman of Economy and Environment Committee at Cambridgeshire County Council, said: "As East Cambridgeshire continues to grow, more people will be making trips from walking and cycling to driving a car and using the railway. The draft strategy looks at ways we can improve accessibility for communities, especially for residents living in more rural parts of the district, while balancing the capacity of the current infrastructure. The aim is to balance the needs of the public with what it is possible to deliver.

"This consultation gives all members of the public who live, work and travel through East Cambridgeshire the chance to comment on the strategy – its policies and proposed improvements. We will use the feedback to develop the document further and understand the challenges people face. So if you want to have your say on the future of transport then this is your opportunity."

#### Consultation locations:

- Monday 7 March, 3pm – 7pm, The Ellesmere Centre, Ley Road, Stetchworth
- Thursday 10 March, 3pm – 7pm, The Glebe – Hall, 4 High Street, Sutton
- Monday 14 March, 3pm – 7pm, Littleport Village Hall, Victoria Street, Littleport
- Tuesday 15 March, 3pm – 7pm, The Walter Geidney Pavilion, Fountain Lane, Soham
- Tuesday 22 March, 3pm – 7pm, Etheldreda Room, Cathedral Centre, Palace Green, Ely

More information and the draft strategy can also be found at [www.cambridgeshire.gov.uk/TSEC](http://www.cambridgeshire.gov.uk/TSEC).

#### Twitter Feed





Cambridgeshire CC @CambsCC · Mar 15

Come & talk about the East Cambridgeshire Transport Strategy in Soham between 3pm to 7pm - for more info go to:  
[cambridgeshire.gov.uk/TSEC](http://cambridgeshire.gov.uk/TSEC)



3



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Cambridgeshire CC @CambsCC · Mar 14

Come & talk about the East Cambridgeshire Transport Strategy in Littleport betw. 3pm to 7pm - for more info go to:  
[cambridgeshire.gov.uk/TSEC](http://cambridgeshire.gov.uk/TSEC)



5



1



Cambridgeshire CC @CambsCC · Mar 7

Come & talk about the East Cambridgeshire Transport Strategy in Stetchworth betw. 3pm to 7pm - for more info go to:  
[cambridgeshire.gov.uk/tsec](http://cambridgeshire.gov.uk/tsec)



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