

**ST NEOTS NORTHERN FOOT AND CYCLE BRIDGE – SELECTION OF
PREFERRED DESIGN OPTION**

To: Economy and Environment Committee

Meeting Date: 15th November 2018

From: Graham Hughes, Executive Director – Place and Economy

Electoral divisions: St Neots Priory Park & Little Paxton and St Neots The Eatons

Forward Plan ref: Not applicable **Key decision:** No

Purpose: To determine the preferred design for a new foot and cycle bridge, following public consultation.

Recommendation: Committee are asked to:

- a) Note scheme progress to date;
- b) Note the public consultation results;
- c) Support the proposal to further develop a bridge design based on Option 3, a suspension bridge;
- d) Procure contracts for planning, bridge design and Early Contractor Involvement; and,
- e) Support the submission of a planning application and a bridge navigation order.

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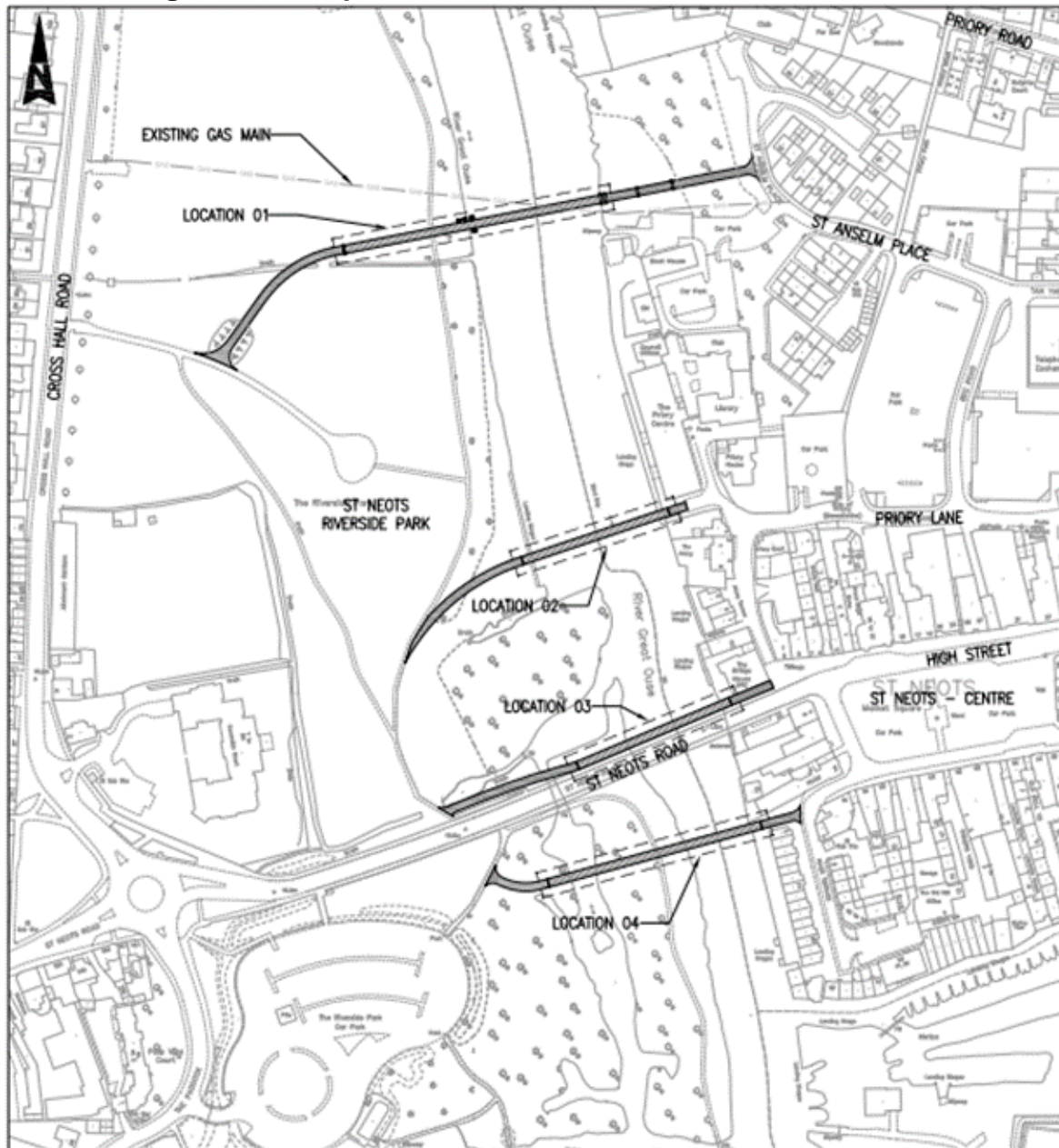
1. BACKGROUND

- 1.1 In 2001 Cambridgeshire County Council and Huntingdonshire District Council undertook a public consultation on a Transport Strategy for St Neots. Due to limited crossings of the river for pedestrians and cyclists, the consultation included both a southern, and a northern foot and cycle bridge, both of which were well supported. The strategy consultation can be seen at this link: <http://tinyurl.com/y8ygwkzq>. In 2011 the southern bridge (Willow Bridge) was opened.
- 1.2 In 2008 a Market Town Transport Strategy for St Neots was approved, and served as a means of securing and spending S106 developer funding for transport projects in the town.
- 1.3 There was extensive discussion about St Neots transport projects at the Economy and Environment Committee's meetings in summer 2016. At this time, approval was given for the new Transport Investment Plan approach in relation to managing the pooling of S106 contributions and other funding sources with regards to transport projects. In line with the approach being taken across Cambridgeshire, it was also confirmed that a district-wide transport strategy was to be developed for Huntingdonshire replacing the existing Market Town Transport Strategies.
- 1.4 It was agreed at the Committee's November 2016 meeting that resources should be directed to developing a business case for a northern foot and cycle bridge. The Outline Business Case can be seen in **Appendix 1**. Proceeding to a public consultation on a new bridge was supported by County Councillors representing St Neots and by the Town Council.
- 1.5 More information about the project generally can be seen at this link <http://tinyurl.com/y7qvsxns>.

2. SELECTION OF A PREFERRED LOCATION

- 2.1 An option study on possible locations for a new foot and cycle bridge recommended two possible locations north of the existing road bridge. These locations were largely dictated by where gaps exist in the building line on the east side of the river, and to the north by the presence of a nature reserve. An option of making alterations to the existing road bridge was identified, and as the river south of the existing road bridge is much narrower than further north a further option was considered in the study. The report can be seen at: <http://tinyurl.com/ybh4xh7n>.
- 2.2 **Plan 1** overleaf shows the location of the options considered for the bridge's location:

Plan 1: Bridge location options



- 2.3 A consultation was undertaken in summer 2017 to determine the preferred location option, as well as to gauge the level of support for a new bridge. 1,079 responses were received.
- 2.4 There was strong support in principle for the bridge project with 77.7% of respondents expressing support. The main reasons cited for people offering support for the project were: improved safety, encouraging walking and cycling, and reducing congestion. Options One and Two emerged as the most popular options.
- 2.5 As well as a good response from the public, a number of stakeholders also gave their views. Huntingdonshire District Council (HDC) felt that the concept of a bridge to the north of the Town Bridge was important, and in keeping with the thrust of the Market Town Transport Strategy. They expressed a preference for Option Two.

- 2.6 St Neots Town Council debated their preferred choice at length at their meeting on 24th October 2017 where they resolved to not recommend Option One. Individual Councillors spoke to support options Two, Three and Four, but a consensus was not reached.
- 2.7 The results of the consultation together with option appraisal commentary and a recommendation were presented to the Economy and Environment Committee on 7th December 2017.
- 2.8 In considering the preferred option the following factors were considered:
- Recommendations from the Feasibility Study.
 - Public consultation preferences.
 - Stakeholder views.
 - Land procurement.
 - Ecology and Environmental factors.
 - Onward journeys.
 - Buildability/construction access.
 - Cost/Benefit
- 2.9 The Option Appraisal considerations are summarised in the table below. Simple, unweighted scores were applied for each consideration category. Option Two scored highest, a little ahead of Option One.

Table 1: Option Appraisal Summary – all consideration factors

		Consideration Factors								
		Feasibility Study	Public Consultation	Stakeholder Views	Land procurement	Cost-Benefit, based on trip forecasts	Environment	Onward journeys	Buildability	Total
Location Option	Option One	5	5	2	5	1	3	4	4	29
	Option Two	4	5	5	5	1	3	4	3	30
	Option Three	3	2	2	5	5	2	2	2	23
	Option Four	2	2	2	2	1	1	2	3	15

Scores: 1= low, 5=high

- 2.10 As a sensitivity test, officers produced a further table presenting the key consideration factors: Benefit-Cost Ratio, Onward journeys and Public Consultation which put Option One and Option Two just ahead of Option Three.

Table 2: Option Appraisal Summary – key consideration factors

		Key Consideration Factors			
		Public Consultation	Cost-Benefit, based on trip forecasts	Onward journeys	Total
Location Option	Option One	5	1	4	10
	Option Two	5	1	4	10
	Option Three	2	5	2	9
	Option Four	2	1	2	5

Scores: 1= low, 5=high

- 2.11 The option appraisal process pointed to Options One or Two. Both were favoured in the public consultation as they offer safer, more attractive onward journeys, relative ease of construction, and they fulfil the original market Town Transport Strategy aim of having a northern bridge to complement a southern one.
- 2.12 Option Two is located quite close to the existing main crossing of the river for pedestrians and cyclists, and by offering a safer, traffic free crossing with good quality approach routes on the west side in particular to encourage users from both the north west and the south west of the town, it would seem to have the greatest potential to meet the project's aims of encouraging more journeys by foot and cycle in the town. Option One offers benefits too, but is not favoured by the Town Council. Option Two is the preference of HDC.
- 2.13 Members of Committee endorsed the recommendation to progress designs for a new bridge at location Option Two, and also to include some work to improve the approach paths.

3. ST NEOTS MASTERPLAN

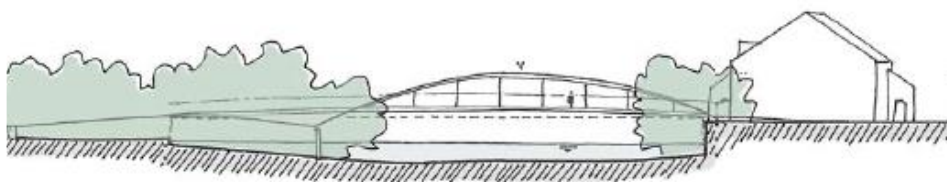
- 3.1 At the time of the consultation on the bridge location, the Cambridgeshire and Peterborough Combined Authority (CPCA) had just completed an economic study of St Neots. This resulted in the announcement of the development of a St Neots Masterplan for Growth. This is an initiative being delivered in partnership with CPCA, Huntingdonshire District Council and St Neots Town Council, with input from Cambridgeshire County Council as well. Such a plan is envisaged for all of Cambridgeshire's market towns in due course.
- 3.2 The Vision of the St Neots Masterplan for Growth states, "St Neots will be a sub-regional manufacturing dynamo, a town that interacts with neighbouring towns and cities as part of a balanced economic system, where local people work in local jobs and enjoy a vibrant and well connected town with a thriving centre". The Masterplan brings forward £5.8m of investments and initiatives which the CPCA believe will pave the way for accelerated growth. This includes a contribution of £2.5m towards the new bridge, which is seen as an early deliverable within the programme.

- 3.3 A Masterplan Steering Group has met regularly over the last year comprised of CPCA, St Neots Town Council, Huntingdonshire District Council, County Council and business and community representatives from the town. It is chaired by County Councillor Wells.

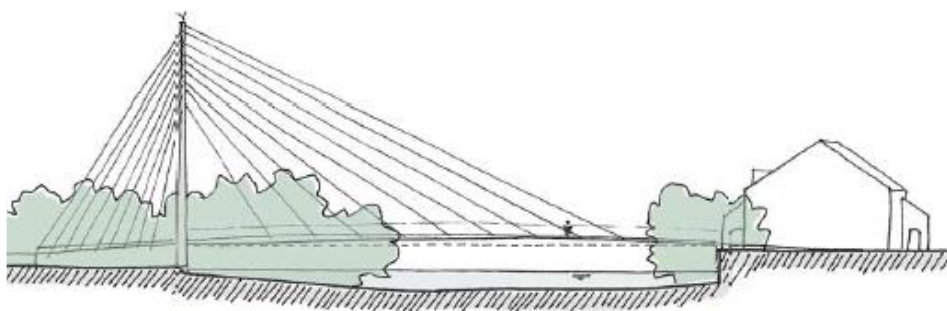
4. SELECTION OF A PREFERRED BRIDGE DESIGN

- 4.1 A site analysis and options study report was commissioned to inform possible bridge options for the consultation, and to consider the impact a bridge would have on the local setting and environment. The full report can be found at: <https://tinyurl.com/y9r4jhdz> . This includes consideration of the landing points for the bridge, and links to the paths.
- 4.2 Three designs were chosen in consultation with the Masterplan Steering Group, and worked up for public consultation, these were:

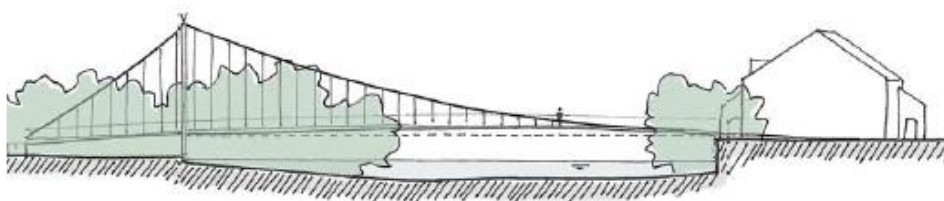
Option One, a steel bridge with a low **offset arch**, as sketched below:



Option Two, a **cable stayed** bridge which includes a tall, slender tower on one side of the river, with cables extending diagonally down to support the bridge deck, as sketched below:



Option Three, a **suspension** bridge which includes two slender towers on one side of the river, with cables extending vertically down to support the bridge deck, as sketched below



4.3 The consultation took place through the Summer of 2018. Two public drop-in events were held, as well as a staffed stall at an event in the town. 1,454 responses were received. A summary of the results can be viewed in **Appendix 2**.

4.4 From the public consultation; Option One, Arch Bridge and Option Three, Suspension Bridge were the most popular options. The results were as follows:

Option	Support / Strongly Support	Object / Strongly Object
One – Arch Bridge	55%	33%
Two – Cable Stayed	24%	63%
Three - Suspension	52%	35%

4.5 Whilst 22% of people aged 45-64 objected to all three designs, older and younger people were more supportive, with only 16% of 65-74 year olds, and 14% of 75+ year olds objecting. Only three of the 73 under eighteens who filled in the survey were unsupportive

4.6 Rounds of public consultation have taken place in 2017, and in 2018. On average, 80% of respondents have supported the principle of a new bridge. The main positive comments received include:

- It would encourage much more cycling, therefore the linkage of the bridge into a network of cycle routes for the town is important.
- Provides a safer route across the river with a safer route to school;
- Would enhance the town and the river, and would signal a general improvement in infrastructure for St Neots.

4.7 There was some opposition to the bridge being built, with 18% of respondents recording an objection to all three design options. The main negative comments received included:

- The cost of the bridge compared to other priorities for St Neots such as improving the town centre;
- The cost, given likely usage;
- Objectors would rather encourage cyclists to use the existing Town Bridge;
- The visual impact and loss of the view from Town Bridge looking north;
- A perceived negative impact on rowing activities and the regatta; and,
- Concerns from residents in the immediate area.

4.8 **Appendix 2** also contains a map which shows where people not supporting any of the three bridge options live. This shows that people living closest to the bridge are largely supportive, and the residents more inclined to oppose the scheme/all options live further away from the bridge, within the south of the town.

- 4.9 It is understood that residents have formed a group to oppose the bridge. They have asked to attend the Economy and Environment Committee meeting where they will be presenting a petition. Officers wrote specifically to the most affected residents, in addition to the consultation materials, to highlight that the location of the bridge could impact them.
- 4.10 The Steering Group has stated that it strongly supports the provision of a new foot and cycle bridge at the location chosen. The Steering Group would encourage a 'statement' type bridge to reflect the ambition of the Masterplan to position St Neots as a leading Market Town of the future, and considers that both the options for Cable Stayed and Suspension bridge provide statements of this kind. The Steering Group are mindful of the public consultation results, and the view of Historic England. Careful consideration should be given to the impact of the bridge on Regatta Meadow and how it connects into existing footpaths.
- 4.11 St Neots Town Council discussed the bridge at its meeting on 23rd October and decided to commit its support to Option Three – Suspension, whilst expressing similar concerns to those of The Steering Group regarding paths on Regatta Meadow.
- 4.12 Historic England are supportive of the aims of the Masterplan and agree that the proposed bridge would provide a link to the historic centre of the town, and could potentially increase activity in this area. They feel that a bridge could have a negative impact on the Conservation Area, and they have serious concerns regarding Option Two – Cable Stayed.
- 4.13 The Environment Agency have stated that any bridge design chosen should not negatively impact on the free flood flow or the navigation of the river. They do have concerns over Option One – Arch Bridge which has a pier support within the river.

5. OPTION APPRAISAL AND RECOMMENDATION

- 5.1 In partnership with the County Council's Bridge Maintenance Team and consultants Skanska, a technical appraisal of the bridge options has been undertaken, which has fed into a detailed options appraisal table, which can be seen in **Appendix 3**. This has considered the following factors:

- Public perception
- Impact on Regatta Meadow
- Impact on area adjacent to Priory Centre
- Design Issues and Risks
- Buildability
- Construction Cost
- Maintenance
- Environment & Sustainability
- Construction Programme
- Project Risks
- Aesthetics
- Planning
- Improved Infrastructure
- Safety for Non-Motorised Users
- Modal Shift

- 5.2 From this assessment, Option Three (Suspension Bridge) scores the highest, closely followed by Option Two (Cable Stayed). Option One (Arch Bridge) scored lowest on a par with a 'Do Nothing' option.
- 5.3 Taking all of these factors into consideration the officer recommendation is to proceed with Option Three – Suspension Bridge. This fulfils the requirements of a 'statement' type bridge, whilst being sympathetic to the local environment and opinions.

6. PROGRAMME, FUNDING AND KEY RISKS

- 6.1 The following is a realistic programme in view of the current project risks, and the processes that need to be followed:

January 2019	Appoint Planning Consultant, Designer, and Contractor for Early Contractor Involvement (ECI)
September 2019	Submit planning application
March 2020	Target date for planning approval
May 2020	Seek Economy & Environment Committee approval to let construction contract
October 2020	Start construction

- 6.2 Depending upon the option chosen, the key risks in terms of delivering a project within budget, and to the stated timescales are:

- Lack of political support;
- Delays in planning due to high numbers of objections and/or negative impacts on Conservation Area, heritage, ecology or Listed Buildings;
- Stakeholder objections: Rowing Club, local residents, Conservation groups and transport user groups; and,
- Restrictions on construction from river activities and events.

- 6.3 Currently there is £1.5m of S106 (developer) funding that can be used for the project. Officers are in talks with St Neots Town Council and HDC regarding contributions to the project. HDC's contribution is likely to be confined to land, whereas a financial contribution from the Town Council is under discussion, with an initial proposal to contribute 2% of total project costs (up to £90,000). Both Councils continue to support the project.
- 6.4 The Cambridgeshire and Peterborough Combined Authority (CPCA) have authorised funding to the sum of £2.5m as part of the St Neots Masterplan for Growth, as well as some additional funding to improve paths that link to the bridge. It looks likely that Highways England will contribute £410,000 towards the project as part of the potential legacy associated with the A428 Black Cat to Caxton project.
- 6.5 The funds from the sources outlined above give a current scheme budget of £4.5million. To date £469,000 has been spent on the project, which covers feasibility work, ecology surveys, stakeholder engagement and consultations, ground investigation, bridge location studies, land searches and option design development.

- 6.6 Some budget analysis work has been undertaken based on recent projects, along with some construction cost estimates worked up. It looks likely that the actual budget required will be in the range £5.5-£6.5million. To take the project through the design and planning stage is forecast to cost £750,000-£900,000, which would bring the project to the final stage of construction where the budget forecast would be tightened up and a further decision from the Economy and Environment Committee will be required.
- 6.7 In terms of next steps, if approval is given for a preferred bridge design, then work will commence to procure detailed design, planning services and ECI. Officers would continue to engage with locally elected representatives, residents and other stakeholders, as well as exploring further funding opportunities.

7. ALIGNMENT WITH CORPORATE PRIORITIES

7.1 Developing the local economy for the benefit of all

More people cycling and walking contributes to a healthier population, improved productivity, reduced traffic congestion, reliability of journey times and adds capacity into an already constrained road network, all of which contributes to economic wellbeing.

The bridge project is aligned with the St Neots Masterplan, part of a wider initiative to bring greater economic prosperity to the town.

7.2 Helping people live healthy and independent lives

Currently many people feel unsafe cycling, although cycling is potentially a form of economic, reliable transport that allows them to access employment or training and hence independence, and the opportunity to incorporate active travel into their lives.

7.3 Supporting and protecting vulnerable people

The bridge would be fully accessible in terms of approach paths and ramps.

8. SIGNIFICANT IMPLICATIONS

8.1 Resource Implications

The scheme will be capital funded from Section 106 contributions, totalling £1.5million. Further funding of up to £3million is assumed from the Combined Authority, Highways England and St Neots Town Council. The bridge would be designed to ensure minimal maintenance and ongoing revenue costs.

8.2 Procurement/Contractual/Council Contract Procedure Rules Implications

It is proposed to procure design and planning services via the ESPO framework contract.

Early Contractor Involvement (ECI) and in due course construction of the bridge will be procured through the Eastern Highways Framework contract.

8.3 Statutory, Legal and Risk Implications

The bridge is subject to a planning application and a bridge navigation order. The key risks are set out in section 6.2 above.

8.4 Equality and Diversity Implications

A new bridge would be available for everyone in the community to use. The bridge would be fully accessible in terms of approach paths and ramps.

8.5 Engagement and Communications Implications

A thorough and extensive period of consultation and engagement has been undertaken, following an initial consultation in 2017. Recent engagement includes attendance at St Neots Masterplan Steering Group's meetings, attendance at a meeting of St Neots Business Group and engagement with St Neots Rowing Club.

8.6 Localism and Local Member Involvement

A thorough and extensive period of consultation and engagement has been undertaken, following an initial consultation in 2017. Recent engagement includes attendance at St Neots Masterplan Steering Group's meetings, attendance at a meeting of St Neots Business Group and engagement with St Neots Rowing Club.

Officers have worked closely with local members.

8.7 Public Health Implications

More people cycling and walking undoubtedly contributes to improved public health. It is important that people are supported and encouraged to be physically active, and any efforts should focus upon interventions that mitigate any barriers like perceived safety risks.

The Transport and Health Joint Strategic Needs Assessment makes reference to encouraging short trips of less than 2km to be undertaken on foot or by cycle. The proposals support and encourage this. The bridge development will be used as a broader catalyst to promote walking and cycling in St Neots with a particular focus on daily journeys to and from work and school.

Implications	Officer Clearance
Have the resource implications been cleared by Finance?	Yes Name of Financial Officer: Sarah Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	No Name of Officer: Paul White
Has the impact on statutory, legal and risk implications been cleared by LGSS	Yes Name of Legal Officer: Debbie Carter-

Law?	Hughes
Have the equality and diversity implications been cleared by your Service Contact?	Yes Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: Jo Shilton
Have any localism and Local Member involvement issues been cleared by your Service Contact?	Yes Name of Officer: Andy Preston
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: Stuart Keeble

Source Documents	Location
Transport Strategy Consultation document 2001 St Neots Market Town Transport Strategy 2008 Option Study Utilisation Study St Neots Masterplan for Growth Consultation responses	Room 310 Shire Hall

APPENDIX 1

OUTLINE BUSINESS CASE: ST NEOTS NORTHERN FOOT & CYCLE BRIDGE

PROJECT NO: 30CPX00754

VERSION: 3

DATE: OCTOBER 2018

1. EXECUTIVE SUMMARY

St Neots is Cambridgeshire's largest market town and it continues to grow in size. S106 developer funding for transport schemes has been collected over a number of years and has generally been spent on minor cycleway schemes which appear to have minimal effect in terms of encouraging more trips by sustainable transport modes.

It is felt that a more significant piece of infrastructure could potentially have much more impact. A new northern foot and cycle bridge is specifically referenced in the St Neots Market Town Transport Strategy.

A new bridge is likely to make cycling and walking safer, more attractive and for some people more direct. A northern bridge would link up key destinations on the east side including Longsands secondary school, the railway station, Waitrose and leisure facilities such as the bowling alley and cinema, with residential areas on the west side. A new bridge would also give options for runners, walkers and leisure cyclists looking to complete a circuit of the town focussed around the river. Such activity could help to support the local economy in terms of cafes and shops.

The potential benefits need to be weighed up against the likely project costs of around £4.5million, ongoing maintenance costs and an element of disruption during the construction period.

2. REASONS

- Town experiencing population and traffic growth.
- Mandate from Economy and Environment Committee to use S106 funding on a more significant project.
- Referenced in Market Town Transport Strategy.
- Support from Town Council.
- Supports Neighbourhood Plan objectives.
- Forms part of St Neots Masterplan for Growth.

3. BUSINESS OPTIONS

- Do nothing.
- Do minimum: Minor works to existing road bridge to improve cycle safety.
- Do something: New bridge.

4. EXPECTED BENEFITS

- Increased levels of walking and cycling – education, commuting and leisure.
- Public health.
- Leisure.
- Increased footfall for some areas.
- Safer journeys.
- Improved journey ambience.

5. EXPECTED DIS BENEFITS

- Environmental impacts.
- Ecology.
- Visual.
- Construction impacts.
- Severance of Regatta Meadow and impact on events.

6. TIMESCALE

Robust process required to determine location and design to avoid any risk of judicial review or other challenge.

Planning permission needed. Could be a lengthy process due to issues of ecology, tree protection orders, listed buildings, conservation areas and floodplain.

Bridge could be in place for 2021. Bridge would have design life of 120 years. Some ongoing maintenance would be required.

7. COSTS

Depending upon option selected, project would cost £4-4.5million.

8. INVESTMENT APPRAISAL

£1.5 million of S106 for transport projects is in place.

The Cambridgeshire and Peterborough Combined Authority (CPCA) have authorised funding to the sum of £2.5m. This forms part of the St Neots Masterplan for Growth.

We are awaiting confirmation of further funding from Highways England for £410k. This would be from their A428 legacy fund.

Up to £90,000 from St Neots Town Council being discussed.

To date minor cycling schemes have failed to have much impact on increasing walking and cycling trips. A new bridge is likely to have more of an impact.

Potentially the bridge could form part of an improved link to Longsands secondary school and the railway station which are both locations that people would tend to walk or cycle to. There is concern that Longsands pupils currently cycle on unsafe routes including the existing road bridge. In terms of road safety and perceived safety, a new bridge could be an important factor impacting mode choice.

There is likely to be funding available from other sources including:

- Integrated Transport Block
- Further S106/CIL

9. MAJOR RISKS
















Depending upon option:

- Negative impact on Conservation Area.
- Negative impact on pleasant park.
- Negative impact on Listed Buildings.
- Negative impact on river.
- Maintenance liability.
- Objection by residents.
- Political objections at various tiers.
- Stakeholder objection: Rowing Club, Conservation groups and transport user groups.
- Clash with other initiatives/projects.
- Impact on events in the town eg regatta.

APPENDIX 2 - CONSULTATION RESULTS

1. How strongly do you support/oppose each of the three options for the design of the bridge?

	Strongly support	Support	Unsure	Object	Strongly object	Response Total
Option 1: Arch Bridge	32.5% (450)	22.5% (312)	11.8% (164)	9.6% (133)	23.6% (327)	1386
Option 2: Cable Stayed Bridge	12.2% (162)	11.6% (154)	13.2% (175)	19.2% (255)	43.8% (581)	1327
Option 3: Suspension Bridge	29.4% (398)	22.5% (305)	13.0% (176)	9.7% (131)	25.5% (345)	1355
					answered	1454
					skipped	9

1.1. Option 1: Arch Bridge						Response Percent	Response Total
1	Strongly support					32.5%	450
2	Support					22.5%	312
3	Unsure					11.8%	164
4	Object					9.6%	133
5	Strongly object					23.6%	327
Analysis		Mean: 2.69	Std. Deviation: 1.57	Satisfaction Rate: 42.33			
		Variance: 2.47	Std. Error: 0.04				answered 1386
1.2. Option 2: Cable Stayed Bridge						Response Percent	Response Total
1	Strongly support					12.2%	162
2	Support					11.6%	154
3	Unsure					13.2%	175
4	Object					19.2%	255
5	Strongly object					43.8%	581
Analysis		Mean: 3.71	Std. Deviation: 1.43	Satisfaction Rate: 67.69			
		Variance: 2.05	Std. Error: 0.04				answered 1327
1.3. Option 3: Suspension Bridge						Response Percent	Response Total
1	Strongly support					29.4%	398
2	Support					22.5%	305
3	Unsure					13.0%	176
4	Object					9.7%	131
5	Strongly object					25.5%	345
Analysis		Mean: 2.79	Std. Deviation: 1.57	Satisfaction Rate: 44.83			
		Variance: 2.47	Std. Error: 0.04				answered 1355

2. What other aspects of the project are important for you?

	Very important	Important	Unsure	Unimportant	Very unimportant	Response Total
To improve connections to the bridge for pedestrians and cyclists	50.1% (705)	28.0% (394)	3.3% (47)	4.0% (57)	14.6% (205)	1408
Lighting on the bridge and Regatta Meadow foot and cycle paths	45.5% (635)	31.0% (433)	5.3% (74)	4.4% (61)	13.8% (193)	1396
Improved signage for bridge and onward journeys	22.2% (303)	36.9% (505)	12.7% (174)	12.8% (175)	15.4% (210)	1367
Providing improved cycle parking at key destinations	28.4% (392)	34.2% (472)	11.2% (154)	11.5% (159)	14.8% (204)	1381
					answered	1422
					skipped	41

2.1. To improve connections to the bridge for pedestrians and cyclists							Response Percent	Response Total
1	Very important		<div><div></div></div>				50.1%	705
2	Important		<div><div></div></div>				28.0%	394
3	Unsure		<div><div></div></div>				3.3%	47
4	Unimportant		<div><div></div></div>				4.0%	57
5	Very unimportant		<div><div></div></div>				14.6%	205
Analysis	Mean:	2.05	Std. Deviation:	1.42	Satisfaction Rate:	26.26	answered	1408
	Variance:	2	Std. Error:	0.04				
2.2. Lighting on the bridge and Regatta Meadow foot and cycle paths							Response Percent	Response Total
1	Very important		<div><div></div></div>				45.5%	635
2	Important		<div><div></div></div>				31.0%	433
3	Unsure		<div><div></div></div>				5.3%	74
4	Unimportant		<div><div></div></div>				4.4%	61
5	Very unimportant		<div><div></div></div>				13.8%	193
Analysis	Mean:	2.1	Std. Deviation:	1.38	Satisfaction Rate:	27.51	answered	1396
	Variance:	1.92	Std. Error:	0.04				
2.3. Improved signage for bridge and onward journeys							Response Percent	Response Total
1	Very important		<div><div></div></div>				22.2%	303
2	Important		<div><div></div></div>				36.9%	505
3	Unsure		<div><div></div></div>				12.7%	174
4	Unimportant		<div><div></div></div>				12.8%	175
5	Very unimportant		<div><div></div></div>				15.4%	210
Analysis	Mean:	2.62	Std. Deviation:	1.36	Satisfaction Rate:	40.56	answered	1367
	Variance:	1.86	Std. Error:	0.04				

APPENDIX 3 – DETAILED OPTION APPRAISAL

Weighting	20	10	5	10	10	10	10	10	5	20	10	10	10	20	10	170
Description	Public Perception (results of consultation)	Land take / effect on Regatta Meadow	Land Take / effect area near Priory Centre	Design (issues & Risks)	Buildability & Safety during Construction	Construction Cost	Maintenance (ie whole life)	Environment & Sustainability	Programme	Project Risks	Aesthetics	Planning	Improved Infrastructure	Safety for NMU's	Encourages Modal Shift	Score
OPTION 1 Arch Bridge	55% supported this option	With shorter span it may be possible to reduce approach span length slightly affecting less of the park. Ramps will still bridge over waterlogged areas.	Foundations will be more substantial as equal share of load between each side	Likely to include complex shapes resulting in unusual load paths and more complex structural modelling increase design iterations.	Building the foundations and pier in the watercourse will require extensive temporary works and risk of flooding etc to be managed.	£3.4 million	Pier in the river will be difficult to access for inspection and maintenance. Greater area of steel for re-painting.	Foundation placed in the river will affect river flows & will have flood impact that needs mitigation. This could have significant impact on surrounding park.	Longest programme due to construction works in the river	Might not be possible to sufficiently mitigate the flood impact of pier in the river in order to obtain EA approval	Architects analysis shows it fits well within the frame of the view from the river bridge	Sympathetic to surroundings low impact, but environmental impact is likely to cause planning issues	New structure improves cycling network and provides alternative crossing for local NMU's	Alternative route will reduce NMU congestion on main river bridge footways and carriageway and provides a safer, off road, route to cross the river for NMU's.	New attractive structure is expected to encourage existing cyclists and more young people to cycle to school safely encouraging future generations to cycle in the future.	62.9%
Score	11	7	3	4	2	6	7	2	2	10	8	5	10	20	10	107
OPTION 2 Cable Stay	Only 24% supported this option	Approach Ramps impact on useable areas of the park during events. Approach ramps do bridge an area of park that is regularly waterlogged.	All load is transferred back to main pier so smaller foundations needed on East side	Limited design risks and issues. Cable connections and redundancy for cable replacement to be considered. Larger footings required as all load transferred back to main pier.	Will involve working at height and above water. Installation of pier will require a larger crane	£3.0 million	Specialist inspection and maintenance of cable elements and access to tall piers for inspection and maintenance would be more complex and expensive	Minimal impact on flood risk compared with other options and efficient form of construction uses less materials	Slightly longer programme due to larger foundations on West side and cable installations	Largest columns and foundations to construct on West side, weather delays wind/flooding etc. a lot of working at height required.	Architects analysis indicates the tall tower required for this form of structure would be taller than surrounding buildings which would make it visible intrusive.	Less likely to obtain planning approval due to negative visual impact	New structure improves cycling network and provides alternative crossing for local NMU's	Alternative route will reduce NMU congestion on main river bridge footways and carriageway and provides a safer, off road, route to cross the river for NMU's.	New attractive structure is expected to encourage existing cyclists and more young people to cycle to school safely encouraging future generations to cycle in the future.	65.3%
Score	5	5	4	6	5	7	5	6	3	14	6	6	10	20	9	111
OPTION 3 Suspension Bridge	52% supported this option	Approach Ramps impact on useable areas of the park during events. Approach ramps do bridge an area of park that is regularly waterlogged.	Will require substantial foundations on the East side to anchor cables causing disruption during construction	Size of anchor on the East side could be problematic.	Will involve working at height and above water. Installation of pier will require a crane. Excavation for anchor and foundations in small area next to Priory Centre could be problematic.	£3.6 million	Specialist inspection and maintenance of cable elements and access to tall piers for inspection and maintenance would be more complex and expensive	Minimal impact on flood risk compared with other options and efficient form of construction uses less materials	Slightly longer programme due to larger foundations on East side and cable installations	Size of foundation for cable anchors on East side exceeds available space. Large columns to construct on West side, weather delays wind/flooding	An elegant form of structure with low impact on the view from the river and fits well in the surroundings. Older style form of construction is sympathetic to historic nature of the town centre.	Sympathetic to surroundings low impact, less likely to involve planning issues	New structure improves cycling network and provides alternative crossing for local NMU's	Alternative route will reduce NMU congestion on main river bridge footways and carriageway and provides a safer, off road, route to cross the river for NMU's.	New attractive structure is expected to encourage existing cyclists and more young people to cycle to school safely encouraging future generations to cycle in the future.	67.1%
Score	10	5	2	5	5	5	5	6	3	12	8	8	10	20	10	114
OPTION 4 Do nothing	Average of 20% of the two rounds of consultation.	No impact on riverside park but area of park regularly waterlogged remains inaccessible	No impact	No design risks or issues	No construction so no issues	No costs	No additional asset to maintain	No direct impact on environment but no incentive for modal shift	No works to programme	No risks	Nothing to effect the view of the river but no opportunity to enhance the view.	No planning required	No improvements	No improvements	No encouragement to change mode of transport	62.4%
Score	5	8	5	10	10	10	10	8	5	20	5	10	0	0	0	106