Agenda Item No: 7

ST NEOTS NORTHERN FOOT AND CYCLE BRIDGE

To:	**Economy and Environment Committee**
Meeting Date:	**7th December 2017**
From:	**Graham Hughes, Executive Director – Economy, Transport and Environment**
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 location for a new foot and cycle bridge, following public consultation.**
Recommendation:	**The Committee is asked to:**

a) **Note scheme progress to date;**
b) **Note the public consultation results;**
c) **Support the proposal to site a bridge at location Option Two; and,**
d) **Support the development of bridge design options for public consultation.**

	Officer contact:		***Member contacts:***
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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/y8ygwkzg.

1.2 In 2011 the southern bridge (Willow Bridge) was opened. In 2008 a Market Town Transport Strategy for St Neots was approved, and served as a means of securing and spending Section (S)106 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.

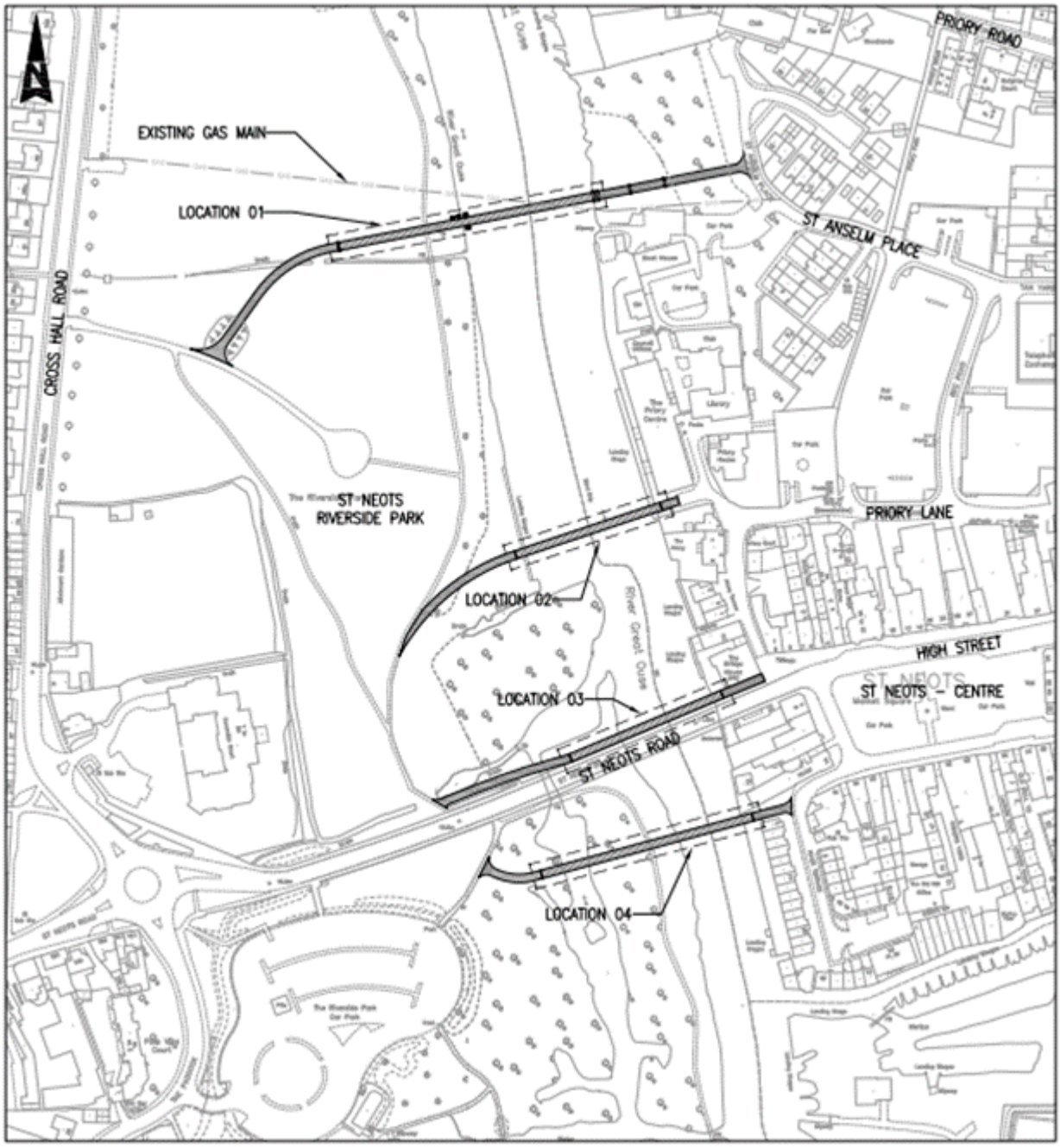
1.4 It was agreed at the Committee's November 2016 meeting that resources should be directed to developing a business case for a northern foot and cycle bridge. The Outline Business Case can be seen in **Appendix 1**. Proceeding to a public consultation on a new bridge was supported by County Councillors representing St Neots and by the Town Council.

1.5 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. PROPOSALS

2.1 More information about the project generally, and information about the four options specifically can be seen at this link http://tinyurl.com/y7qvsxns. **Plan 1** below, shows the location of the options:

Plan 1: Bridge location options



2.2 **Option One** is the most northerly crossing location, linking Regatta Meadow to St Anselm Place, and making for a direct link from Crosshall Road to the Rowing Club. On the west side it would be part of a safe, convenient link to Crosshall School and Eaton Ford through a park adjoining the river which is owned and managed by Huntingdonshire District Council (HDC). On the east side it would give good access to Priory Park and Priory Junior schools, as well as Longsands College, the railway station, and leisure facilities. The bridge landing area on the east side is a grassed area overlooked by houses.

2.3 The Initial cost estimate for a new bridge as per Option One is £3.5-£4million which makes it one of the more expensive options. It would provide a safe, direct link for many journeys, particularly for school trips, and onward journeys beyond the bridge in each directions would be on relatively quiet roads. This option would impact current views of the river and

park, and its landing point on the east side may give rise to some concerns from nearby residents.

2.4 **Option Two** is located just north of the Town Bridge, linking Regatta Meadow to Priory Lane and making for a direct link from Crosshall Road to the Priory Centre, Waitrose and the main shopping area. On the west side it would be part of a safe, convenient link to Crosshall School and Eaton Ford through the park adjacent to the river owned by HDC. On the east side, as per Option One it would give good access to Priory Park and Priory Junior schools, as well as Longsands College, the railway station and leisure facilities. On the east side the bridge would land in a highway 'turning head', next to the Priory Centre.

2.5 The Initial cost estimate for a new bridge as per Option One is £3.5-£4million which makes it one of the more expensive options. Construction access is limited and rather challenging on one side. It would provide a safe, direct link for many journeys, particularly for school and shopping trips, and onward journeys in each direction would be on relatively quiet roads. This option would impact the most on current views of the river and the park.

2.6 **Option Three** is based around making major improvements to the Town Bridge for cyclists and pedestrians. Subject to further design work this would probably manifest itself as a new bridge on the northern side of the existing bridge sitting directly next to the existing one, and appearing on the surface as a widened structure. It would keep cyclists on an already established 'desire line' between the west and east side of the town. This location gives convenient access to the main shopping area and onward links to the railway station, and leisure and educational establishments.

2.7 It is one of the cheaper options at £2-2.5 million, though there are a number of notable disadvantages compared with other options. At each end of the bridge cyclists would still be brought into conflict with heavy traffic on the main road through the town. There would also be more cyclist and pedestrian conflict, particularly on the east side where the improved structure interfaces with a busy area for pedestrians outside shops and adjacent to a pedestrian crossing. Very careful design would be required to minimise the impact of the new/widened structure on the setting of The Bridge House pub which is a listed building enjoying views across the river from a popular outdoor seating area.

2.8 South of the Town Bridge the river is narrower, and thus an option here **(Option Four)** would be cheaper than new bridges to the north, and might provide for different trips. A bridge located here would cost around £2.5-3 million. On the east side it would land adjacent to a row of houses, and the currently empty Old Falcon Inn which faces the market square, for which a plot of private land would be required. On the west side it would tie into Riverside Park, an area owned by HDC, giving a link to a car park and café and other leisure facilities.

2.9 The main advantage of this option, aside from lower cost, is that it could bring more footfall to the market area and contribute towards regeneration aspirations to include refurbishment of the Old Falcon, and enhancements of the market area. The need to procure land in private ownership, major impacts on some residential properties and loss of river views, and onward journeys for cyclists on busy roads make this less of an attractive option though.

2.10 On the basis of construction costs, and future maintenance requirements, a new bridge would be made of steel. A standard bridge of fairly simple design or more of an architect designed 'statement bridge' are the main options. Simply designed bridges seek to blend in with their surroundings, whereas architect designed bridges seek to make a bold statement, and have more of a visual impact in their setting.

3. CONSULTATION

3.1 The consultation sought to determine the preferred location option, as well as to gauge the level of support for a new bridge. It also tested the appetite for either a simple bridge or a statement bridge, thus setting the scene for a future round of consultation on the specific design of the bridge.

3.2 The consultation took place in summer 2017. Three public drop in events were held, as well as a manned stall at two other events in the town. 1,079 responses were received. A summary of the results can be viewed in **Appendix 2**.

3.3 There was strong support in principle for the bridge project with 76.7% 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.

3.4 Options One and Two emerged as the most popular options. 60.8% of people said they would support or strongly support Option One, and 60.6% said they would support or strongly support Option Two. There was much less support for the other options, with only 32.9% supporting Option Three, and 25.95% supporting Option Four. 36.5% of respondents said they strongly objected to Option Three, and 40.8% strongly objected to Option Four.

3.5 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.

3.6 St Neots Town Council debated their preferred choice at length at their meeting on 24th October 2017. A number of motions to support single or dual options were defeated, until they finally resolved to say that they did not recommend Option One. Individual Councillors spoke to support options Two, Three and Four, but a consensus was not reached.

3.7 There was more support for a 'standard bridge' than for a 'statement bridge'. Given the location with a Conservation Area on the east side, and a park on the west side, the Design and Conservation Manager at HDC has made it clear that a standard bridge would be unacceptable in planning terms. It is possible to produce a 'hybrid' bridge that is of simple design but with some bespoke detailing, and thus architect input.

3.8 Natural England feel that a new bridge in the locations indicated would not have any direct impact on key features within their remit. The Environment Agency has no objection in principle, and has set out its' requirements in terms of headroom clearance above normal river levels (three metres), floodplain impacts and a need to ensure no bridge piers are placed in the watercourse itself.

4. OPTION APPRAISAL AND RECOMMENDATION

4.1 In considering the preferred option the following factors have been considered:
- Recommendations from the Feasibility Study.
- Public consultation preferences.
- Stakeholder views.
- Land procurement.
- Ecology and Environmental factors.
- Onward journeys.
- Buildability/construction access.
- Cost/Benefit

4.2 The Feasibility Study recommended Option One. Public consultation results point to either Option One or Option Two, these options being much more popular than the other two.

4.3 In terms of stakeholder preferences, HDC prefer Option Two. St Neots Town Council do not support Option One. St Neots Rowing Club see both opportunities and threats around a new bridge. Their biggest concerns are around Option One, and possible severance of the meadow used for their events, and possible security risks to their site.

4.4 With regards to land procurement needed, Option Four is the only one requiring land in private ownership, which makes this an unattractive and high risk option. The other options require land agreements with HDC for which favourable discussions have commenced.

4.5 A survey has been undertaken by ecologists to identify existing and potential habitats, and other ecological constraints in the local area. This survey work identifies that Option Four would have the most negative ecological impacts.

4.6 All options would impact to varying degrees on trees and Tree Preservation Orders, but subject to finalising ramp positions this could be adequately mitigated for Options One, Two and Four. Options Three and Four would directly impact upon adjacent listed buildings.

4.7 For Options One and Two the onward journeys to the east are on relatively quiet roads, and to the west via a park. For Options Three and Four the onward journeys to the east would be on some of the busiest roads in the town. To the west Option Three would involve the use of a busy roundabout, whereas Option Four's onward routes to the west link into a park.

4.8 Buildability and construction access issues have an impact on cost and duration of build. All options present relatively favourable conditions for construction activity. Option Three may need two way traffic signal control on the existing Town Bridge for some months to allow construction. The other options would entail very limited traffic management measures. On both sides of the river there is generous space for construction plant to build Option One. Options Two and Four have good access on one side of the river, and slightly more constrained space on the other side.

4.9 Some initial modelling work has been undertaken to forecast the likely usage of each bridge option. This indicates that Option Three would effectively take every one of the existing 12 hour (7am-7pm) 4,000 pedestrian and cycle trips. The other options' forecasts are based

upon re-routing and some people changing their mode from car, to cycling or walking. Option One is estimated to carry 697 trips, Option Two 314, and Option Four just 121. The figures were brought together using Department for Transport methodology to give Benefit Cost Ratios (BCRs) for each of the bridge options. Option Three came out top at 3.4:1. All of the other options showed BCRs of less than 1, presenting poor value for money. The assumptions around modal shift are conservative, and are being reviewed.

4.10 It is clear from the modelling carried out so far that encouraging people to change their current single option of using the existing Town Bridge onto a safer, new bridge will require careful design for the approach paths, as well as promotional activity and signage.

4.11 The Option Appraisal considerations have been summarised in the table below. Simple, unweighted scores have been applied for each consideration category. Option Two scores 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	Buidlability	**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

4.12 Arguably some factors are more important than others in deciding which option to take forward. Simplifying the table to show just Cost-Benefit, Onward journeys and Public Consultation, as follows, puts 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

4.13 The option appraisal process would point to Options One or Two. Both were favoured in the public consultation and offer safer, more attractive onward journeys, ease of construction, and they fulfil the original market Town Transport Strategy aim of having a northern bridge to complement a southern one.

4.14 Option Two is located relatively 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 the 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. The officer recommendation is to proceed with progressing design for a new bridge at location Option Two, to also include some work to make the approach paths as attractive as possible.

5. PROGRAMME, FUNDING AND KEY RISKS

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

May/June 2018	Consultation on bridge design options.
September 2018	Economy and Environment Committee (E&E): report back on consultation results and seek approval to submit planning application for preferred bridge option.
January 2019	Submit planning application, start procurement process.
November 2019	Planning approval.
December 2019	E&E: approval to appoint contractor/construct.
January 2020	Appoint contractor, commence mobilisation.
April 2020	Start construction
March 2021	Bridge opens

5.2 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;
- Weak Business Case/BCR;
- Delays in planning due to high numbers of objections and/or negative impacts on Conservation Area, ecology or Listed Buildings;
- Traffic disruption during construction;
- Restrictions on construction from river activities and events;
- Stakeholder objections: Rowing Club, Conservation groups and transport user groups.
- Clash with other initiatives/projects.

5.3 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 have committed their support and co-operation in progressing the project.

5.4 The Cambridgeshire and Peterborough Combined Authority (CPCA) have expressed their support for the scheme on the basis of the business case being acceptable. A St Neots Masterplan is being developed by Town, District, County and CPCA, and the bridge is being considered as part of a wider package of investment needs for the town.

5.5 In terms of next steps, if approval is given for a preferred location option, then work will commence to develop design options for a further round of public consultation. Officers would continue to talk to landowners, and to finalise the funding package and contributions, as well as refining the BCR for further consideration.

6. ALIGNMENT WITH CORPORATE PRIORITIES

6.1 Developing the local economy for the benefit of all

More people cycling 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.

6.2 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.

6.3 Supporting and protecting vulnerable people

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

7. SIGNIFICANT IMPLICATIONS

7.1 Resource Implications

The scheme will be capital funded from Section 106 contributions, totalling £1.5million. Further funding of up to £3million looks to be forthcoming from the Combined Authority. The bridge would be designed to ensure minimal maintenance and ongoing revenue costs.

7.2 Statutory, Risk and Legal Implications

The bridge is subject to a planning application and a bridge navigation order. The key risks are set out in section 5.2 above.

7.3 Equality and Diversity Implications

A new bridge would be available for everyone in the community to use.

7.4 Engagement and Consultation Implications

A thorough and extensive period of consultation and engagement has been undertaken including attendance at two Town Council meetings, two meetings with St Neots Rowing Club and regular updates to local County Councillors.

7.5 Localism and local member engagement

A thorough and extensive period of consultation has been undertaken including attendance at two Town council meetings, two meetings with St Neots Rowing Club and regular updates to local County Councillors.

7.6 Public Health Implications

More people cycling and walking undoubtedly contributes to improved public health. Cycling is a physical activity that can improve 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: S Heywood
Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?	Yes Name of Officer: P White
Has the impact on Statutory, Legal and Risk implications been cleared by LGSS Law?	Yes Name of Legal Officer: F McMillan
Are there any Equality and Diversity implications?	No Name of Officer: T Oviatt-Ham
Have any engagement and communication implications been cleared by Communications?	Yes Name of Officer: C Birchall
Are there any Localism and Local Member involvement issues?	No Name of Officer T Oviatt-Ham
Have any Public Health implications been cleared by Public Health	Yes Name of Officer: T Campbell

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

APPENDIX 1

OUTLINE BUSINESS CASE: ST NEOTS NORTHERN FOOT & CYCLE BRIDGE

PROJECT NO: 16001
VERSION: 2
DATE: SEPTEMBER 2017

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 million, 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.

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 2020. Bridge would have design life of 120 years. Some ongoing maintenance would be required.

7. COSTS

Depending upon option selected project would cost £2-4.5million.

8. INVESTMENT APPRAISAL

£1.5 million of S106 for transport projects is in place. 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, though subject to its location, is likely to be used regularly by some residents more than others.

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:
- The Combined Authority
- Highways England (on the basis of an A428 ‘legacy fund’)
- St Neots Town Council
- Huntingdonshire District Council
- 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.
   - Traffic disruption during construction.
   - 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

Q1. How supportive are you in principle of the plan to build a new cycle / footbridge in St Neots?

	Strongly Support	Support	Object	Strongly Object	Unsure	Response Total
	56.7% (598)	21.0% (221)	4.4% (46)	13.7% (144)	4.3% (45)	1054

			Response Percent	Response Total
1	Strongly Support		56.7%	598
2	Support		21.0%	221
3	Object		4.4%	46
4	Strongly Object		13.7%	144
5	Unsure		4.3%	45

Q2. How strongly do you support each of the four options for the location of the bridge?

	Strongly Support	Support	Object	Strongly Object	Unsure	Response Total
Option One Regatta Meadow to St Anselm Place	37.8% (380)	23.0% (231)	11.1% (112)	22.3% (224)	5.8% (58)	1005
Option Two Regatta Meadow to Priory Lane	30.0% (304)	30.6% (310)	11.1% (112)	21.3% (216)	6.9% (70)	1012
Option Three Improvements to Town Bridge	12.4% (122)	20.5% (202)	20.3% (200)	36.5% (359)	10.3% (101)	984
Option Four Riverside Car Park to River Terrace	10.0% (97)	15.9% (155)	21.9% (213)	40.8% (397)	11.3% (110)	972

Matrix Charts for bridge options

2.1. Option One Regatta Meadow to St Anselm Place			Response Percent	Response Total
1	Strongly Support		37.8%	380
2	Support		23.0%	231
3	Object		11.1%	112
4	Strongly Object		22.3%	224
5	Unsure		5.8%	58
			answered	1005

2.2. Option Two Regatta Meadow to Priory Lane			Response Percent	Response Total
1	Strongly Support		30.0%	304
2	Support		30.6%	310
3	Object		11.1%	112
4	Strongly Object		21.3%	216
5	Unsure		6.9%	70
			answered	1012

2.3. Option Three Improvements to Town Bridge			Response Percent	Response Total
1	Strongly Support		12.4%	122
2	Support		20.5%	202
3	Object		20.3%	200
4	Strongly Object		36.5%	359
5	Unsure		10.3%	101
			answered	984

2.4. Option Four Riverside Car Park to River Terrace			Response Percent	Response Total
1	Strongly Support		10.0%	97
2	Support		15.9%	155
3	Object		21.9%	213
4	Strongly Object		40.8%	397
5	Unsure		11.3%	110
			answered	972

Q3. What are the most important aspects of the project for you or your family?

	Very Important	Important	Unimportant	Unsure	Response Total
Providing a safe and convenient link for children travelling to school	46.4% (458)	25.1% (248)	26.0% (257)	2.4% (24)	987
Providing a safe convenient route to work	32.6% (310)	29.2% (278)	34.7% (330)	3.6% (34)	952
Providing safe convenient access to local leisure facilities/shopping	51.9% (540)	30.3% (315)	15.8% (164)	2.1% (22)	1041

3.1. Providing a safe and convenient link for children travelling to school			Response Percent	Response Total
1	Very Important		46.4%	458
2	Important		25.1%	248
3	Unimportant		26.0%	257
4	Unsure		2.4%	24
			answered	987

3.2. Providing a safe convenient route to work			Response Percent	Response Total
1	Very Important		32.6%	310
2	Important		29.2%	278
3	Unimportant		34.7%	330
4	Unsure		3.6%	34
			answered	952

3.3. Providing safe convenient access to local leisure facilities/shopping			Response Percent	Response Total
1	Very Important		51.9%	540
2	Important		30.3%	315
3	Unimportant		15.8%	164
4	Unsure		2.1%	22
			answered	1041

Q4. Would you prefer a simply designed ‘standard bridge’ or a special architect designed 'statement bridge'?

	Support	Object	Unsure	Response Total
Standard Bridge	65.0% (619)	21.4% (204)	13.6% (130)	953
Statement Bridge	50.1% (464)	30.5% (283)	19.4% (180)	927

About the consultees

Are you male or female?

		Response Percent	Response Total
1	Male	52.45%	546
2	Female	47.55%	495

Age Range

		Response Percent	Response Total
1	Under 18	1.03%	11
2	18 - 44	29.77%	317
3	45 - 64	38.78%	413
4	65 - 74	22.25%	237
5	75+	8.17%	87

How do you and your family travel around / within St Neots at the moment?

	Most frequent method of travel	Other methods	Response Total
Car	55.9%	44.1%	922
Cycle	30.4%	69.6%	483
Wallk	52.2%	47.8%	991
Bus	14.7%	85.3%	156
Other	29.3%	70.7%	58

Do you have any long-standing illness, disability or infirmity that limits your mobility?

		Response Percent	Response Total
1	Yes	9.78%	103
2	No	90.22%	950

Do you have any children of school age in your household?

		Response Percent	Response Total
1	Yes	27.70%	292
2	No	72.30%	762

Analysis of free text comments made

Most commonly made positive general comments:

Comment	Number of responses:
Improves safety/provides another safe option	72
Encourages walking/cycling	40
Reduces congestion	36
Provide choice for pedestrians	24
Current bridge is unsafe	17
Seperates cyclists/pedestrians from vehicles	14
Reduces commute times	12

Most commonly made negative general comments:

Comment	Number of responses:
Unnecessary/waste of money/no impact	113
Spend money alternatively	65
Will ruin views	53
High costs	25
Add another road bridge	23
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