

St Ives Transport Study

Pre-Consultation Engagement Analysis Report

Cambridge and Peterborough Combined Authority

8th September 2021

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1. Introduction

Atkins has been commissioned by the Cambridgeshire and Peterborough Combined Authority (CPCA) to undertake the Huntingdon Northern Bypass and St Ives Bypass Transport Study, including the development of a Strategic Outline Business Case (SOBC). This report is relevant to the St Ives part of the study which has the following objectives:

- Address current congestion and delays within the area, thus reducing journey times and improving reliability, and relieving local routes affected by traffic re-routing from the A1096/A1123;
- Ensure sufficient transport capacity to accommodate transport demand on this corridor from new growth areas in the region;
- Contribute to improving bus service routing, access and reliability through St Ives Town Centre;
- Ensure any future route of strategic public transport infrastructure within the St Ives study area is taken into consideration within the St Ives option development; and
- Contribute to improving connectivity and quality for walking and cycling along and across the corridor, by incorporating appropriate provision within the scheme and/or enabling the existing A1096 and A1123 to better support these modes.

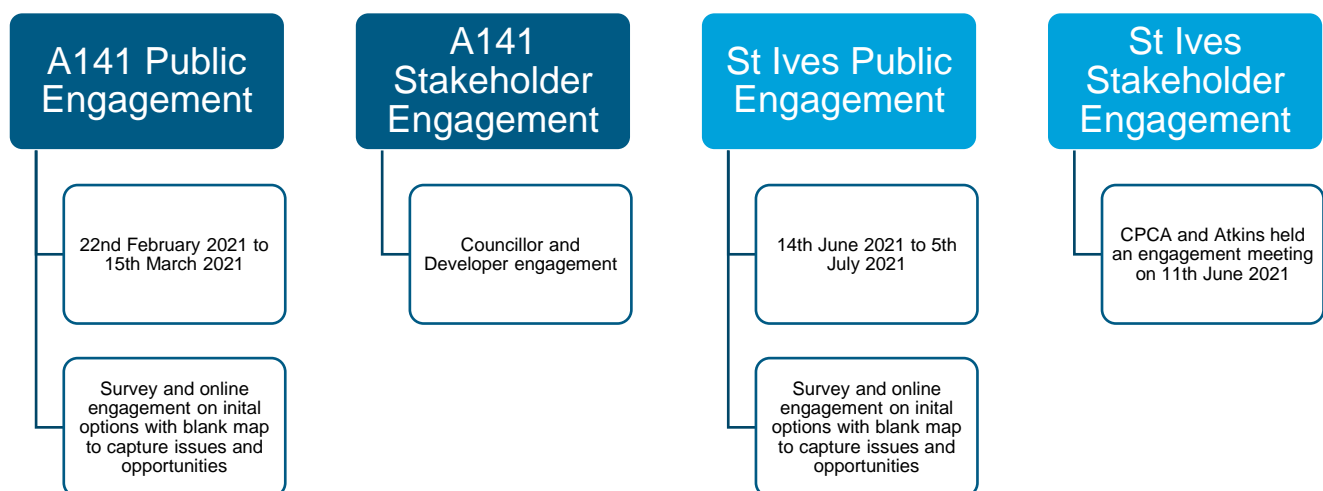
To date the study has included the preparation of an Existing Conditions Report¹ to understand the context of the study area together with option identification workshops to consider the type of high-level solutions that may be appropriate to consider as the SOBC progresses.

Public and stakeholder engagement is key to the overall objectives of the study. A programme of public and stakeholder engagement has been undertaken since the project inception to support the option identification process and inform and coordinate key stakeholders. This report outlines the main findings in the engagement process regarding the transport network within St Ives.

1.1. Public and Stakeholder Engagement

The overall stages of the engagement process undertaken during this phase of study is detailed in Figure 1-1.

Figure 1-1 - Public and Stakeholder Stages



This report presents the methodology and findings of the completed stages of the St Ives public and stakeholder engagement. The outcomes of the engagement undertaken at this stage of the study will be used to inform the Option Assessment Report (OAR) and therefore the development of Options to be taken forward

¹ Atkins (2021) *St Ives Existing Conditions Report*

to SOBC. A separate report, the A141 Huntingdon Northern Bypass Engagement Report² outlines the methodology and findings of the A141 public and stakeholder engagement.

Further engagement and formal consultation will take place as the study progresses.

1.2. Structure of Report

The remainder of this report is structured as follows:

- Chapter 2 sets out the strategy and methodology for the engagement;
- Chapter 3 sets out the St Ives public engagement results, including
 - Survey responses;
 - Pin Map comments; and
 - Additional feedback.
- Chapter 4 sets out the stakeholder engagement undertaken on the St Ives study to date; and
- Chapter 5 provides a summary and next steps.

² Atkins (2021) *A141 Huntingdon Northern Bypass Engagement Report*

2. Engagement Strategy

This chapter sets out the strategy for the public engagement.

Identification of Audience

The engagement was open for anyone to contribute towards. The key target audience was identified as users of the St Ives transport network, local residents, local councillors and businesses. The understanding of the audience was used as a basis upon which to design the engagement materials, questions, and communication strategy.

Design of Materials

At this stage of the study, the key aim of the engagement was to understand public views on the key issues and opportunities within the study area and to gauge opinion on high-level transport concepts to be taken forward for further assessment. Therefore, materials were kept deliberately high-level to allow for a free-flow of comments and considerations. The option packages were broad concepts, with no specific details, alignments, or locations. The pinpoint map was left blank and open-ended and free-form questions allowed for respondents to include a wide range of comments.

Design of Questions

The engagement survey questions were designed to be neutral, clear to understand and were structured to allow people to comment on all areas of the scheme. The survey template is included in Appendix A.

The first part of the survey included questions to gauge respondents' opinions on the most and least important issues and opportunities within the study area. These questions asked respondents whether they agreed or disagreed with various statements on a four-point scale from 'strongly agree' to 'strongly disagree'.

Also included within the first part of the survey were multiple choice questions to understand how respondents currently travel and what their interest in the St Ives study relates to.

The second part of the survey included questions to understand the respondents' opinions on the future of St Ives' transport network. This required respondents to mark on a map the location they wish to see improvements to the transport network.

The third part of the survey included two questions related to the initial concept options and asked respondents to state their preferred option, by rating the options from lowest to highest, and to identify which combination of options they would prefer to see considered further.

The final part of the survey enabled respondents to submit additional comments at their wish.

Tools for collecting responses

During the Coronavirus pandemic, it was not possible to undertake face-to-face engagement. The tool for gathering survey responses was via an online survey presented on the 'Your St Ives' microsite³. It is recognised that online engagement, whilst in theory is available to all, could potentially exclude those without easy access to the internet. Therefore, paper brochures and surveys were available upon request from CPCA and were also delivered to businesses and households in close proximity to the St Ives study area.

Other forms of response included written submissions via email.

Diversity and Protected Characteristics

Information related to diversity and protected characteristics was not collected as part of the initial engagement. It is important to consider diversity and accessibility as the study progresses and this will be incorporated as part of the formal public consultation process, where information on matters pertinent to travel (including ages employment status and disability) will be collected.

³ Microsite: [Your St Ives \(your-stives.co.uk\)](https://your-stives.co.uk)

Analysis

The strategy for the analysis of the engagement responses was as follows:

- A quality assurance review of the data was undertaken by the Atkins data collection team throughout the engagement period, to identify any issues or challenges as they occurred;
- The pinpoint map results were analysed by Atkins and categorised according to:
 - Geographical area; and
 - Key themes.
- The survey results were analysed by Atkins as follows:
 - Tick-box questions were analysed using quantitative methods, which are presented as charts and descriptions of headline numerical information; and
 - Open questions were analysed using qualitative methods, namely through thematic analysis.
- The email responses were analysed on a response-by-response basis; and
- This report was written to summarise the results.

Quality Assurance

To ensure data integrity was maintained, the following checks / processes were performed on the data:

- All personal data was removed before data analysis commenced;
- A visual check of the raw data was undertaken to check for unusual patterns – checks to ensure that responses appear genuine, i.e. information is useful for the project and responses do not include information that is not yet in the public domain e.g. sensitive information from developers, landowners or other stakeholders;
- Text analysis to check for duplicate text – checks undertaken to ensure no bulk entry of responses by an automated process, thus altering the weight of some options; and
- Time stamp checks to check for unusual patterns – checks undertaken to ensure no bulk entry of responses by an automated process, thus mis-representing public opinion.

These checks were completed manually by Atkins, leading to sensitive and/or personal information being removed for the purposes of analysis and presentation.

3. Pre-Consultation Public Engagement Findings

3.1. Survey

In total, 469 responses were received to the online survey and three responses were received by post. For the purposes of this analysis, the online and postal responses have been combined. Responses to the stakeholder engagement were also received via email; these are considered in section 4. The survey contains responses from a small sample of the population within the study area and was self-selecting. It should therefore be considered that the responses within this report may not be statistically significant for the overall population but are representative of the views of those who chose to respond to the engagement exercise.

The following sections summarise the responses on a question-by-question basis.

Every free-form response has been categorised by Atkins according to whether it was substantive answer or not. Some respondents did not provide substantive answers, for example, 'Not sure' or 'I cannot think of anything'. These answers have been omitted from the analysis. For the purposes of this report, all substantive answers are grouped into key themes that are based on the responses to each question.

In addition, the frequency of comments may sum to more than the total number of respondents, as some responses cover multiple themes.

Question 1: Which issues around St Ives are you most concerned about?

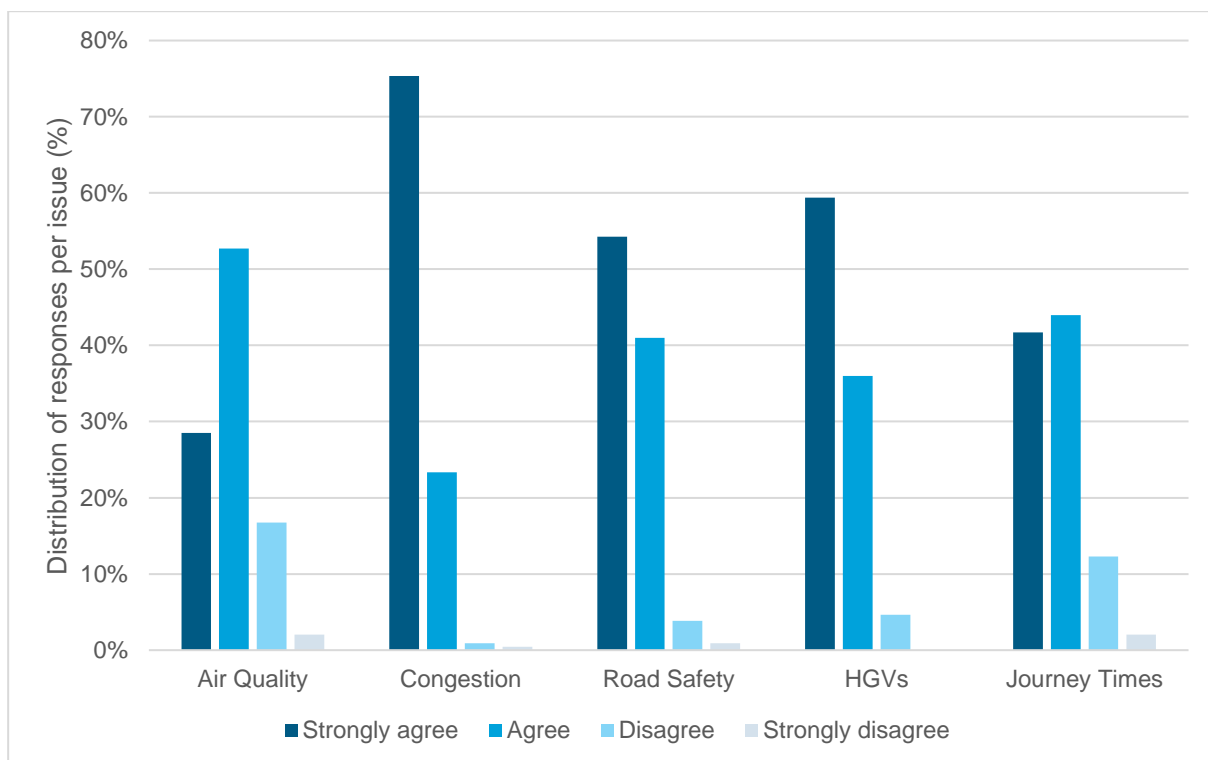
Five issues were presented, and respondents were asked to rank each issue from 'strongly agree' to 'strongly disagree':

- Improve air quality;
- Reduce traffic congestion;
- Increase road safety;
- Keep lorries away from residential areas: and
- Speed up journey times.

Responses were received from 453 respondents to this question. Not all respondents provided a response to each issue presented.

The majority of respondents 'strongly agreed' or 'agreed' with the issues presented, with fewer respondents 'disagreeing' or 'strongly disagreeing'. The most common issues that respondents were the most concerned about were congestion (339), heavy traffic (269), and road safety (241). Fewer respondents, but still a significant number, agreed with improve air quality and improved journey times being concerning issues, (233 air quality and 193 journey times). The results for Question 1 are presented in Figure 3-1.

Figure 3-1 - Which issues around St Ives are you most concerned about?



Question 2: Which issues do you think are a problem in your residential street or village?

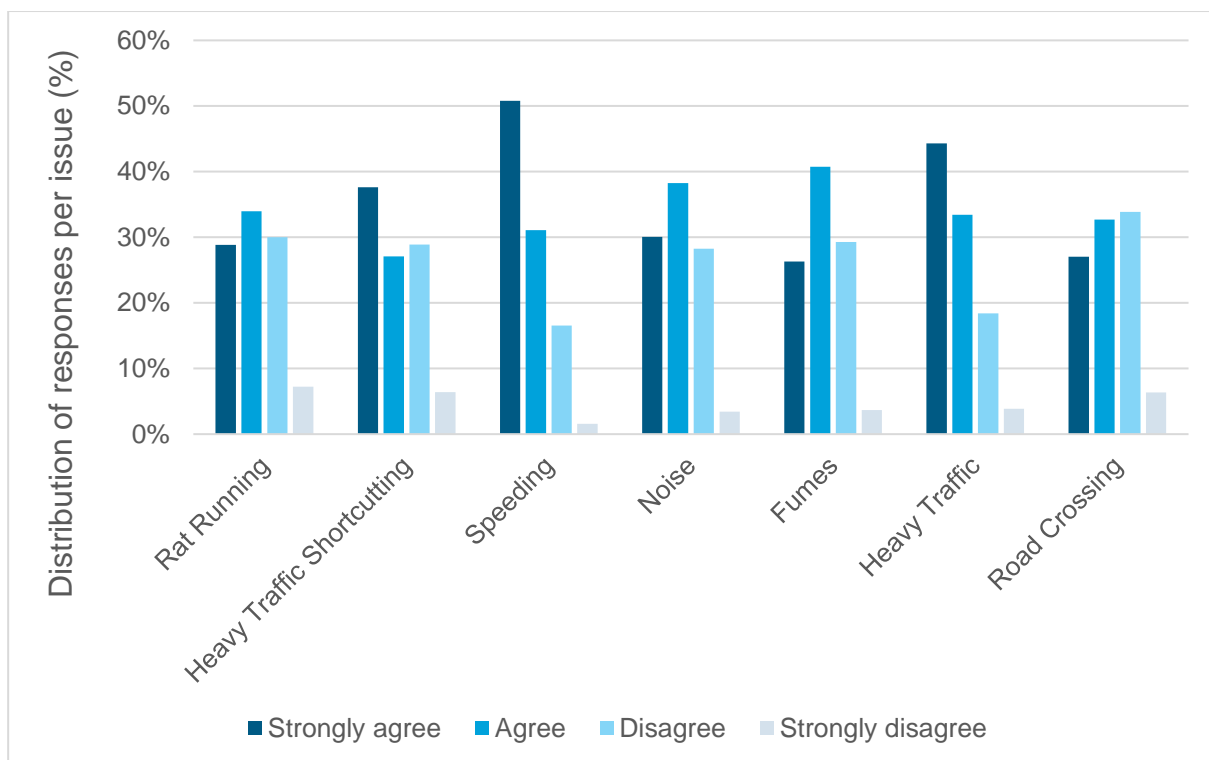
Respondents were presented with seven issues and asked to rank each issue from 'strongly agree to strongly disagree':

- Commuters using road as a 'rat run';
- Heavy lorries and vans taking a short cut;
- Vehicles speeding;
- Traffic noise;
- Traffic fumes;
- Heavy traffic; and
- Difficulty crossing road.

Responses were received from 447 respondents to this question. Not all respondents provided a response to each issue presented.

The majority of respondents 'strongly agreed' or 'agreed' with issues presented, with fewer respondents 'disagreeing' or 'strongly disagreeing'. Respondents were most concerned by speeding (227) followed by heavy traffic (195) and heavy traffic shortcutting (164). A fewer, but significant, number of respondents also 'agreed' that rat running (146), fumes (178), noise (168) and difficulty crossing roads (139) were also concerning issues within their residential street/village. Figure 3-2 presents the results from Question 2.

Figure 3-2 - Which issues do you think are a problem in your residential street or village?



Question 3: How do you normally travel in your local neighbourhood?

Respondents were asked how they usually travel within their local neighbourhood and were able to select all that applied from the following:

- Walking;
- Bicycle or e-bike;
- Bus, minibus or coach;
- Motorcycle or moped;
- Lorry;
- Car/van (as driver);
- Car/van (as passenger);
- Taxi/mini cab; and
- Other.

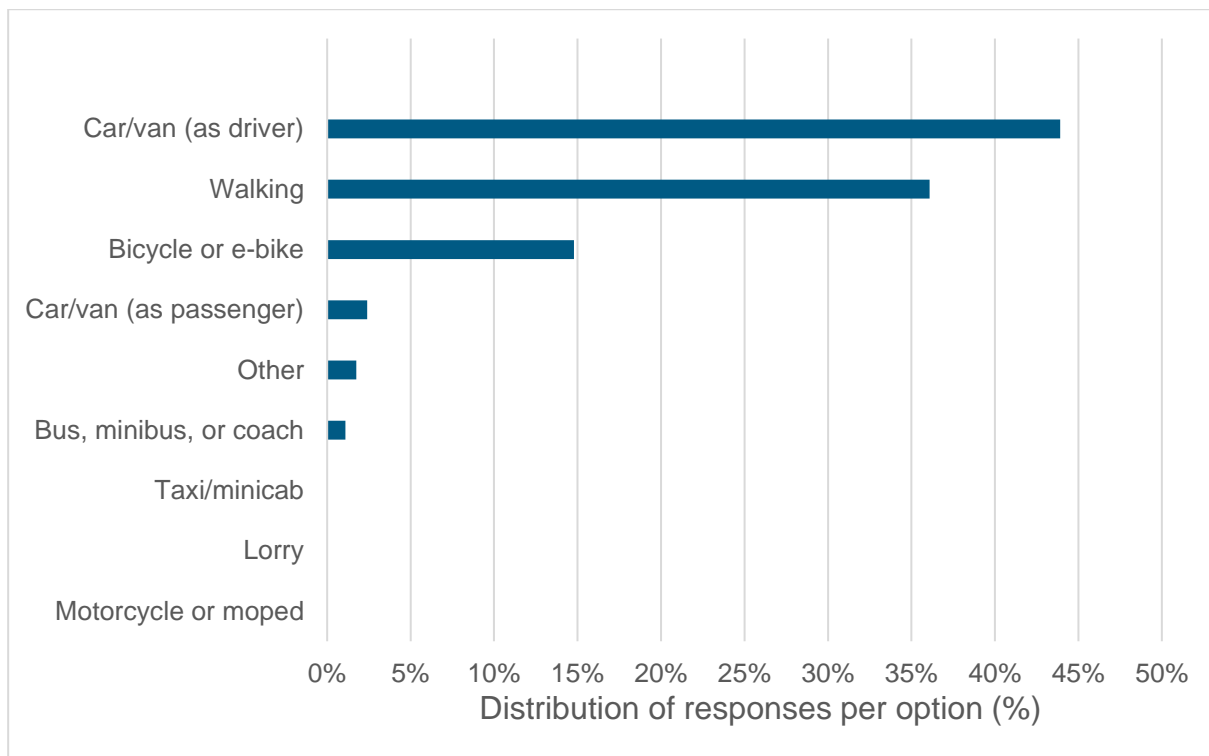
Responses were received from 460 to this question. Respondents were able to select multiple answers therefore the total number of responses for each mode will be greater than the total number of respondents for this question.

The majority of respondents indicated that they made trips within their local area by car/van (as the driver) (44%) and walking (36%). The next most popular mode was bicycle or e-bicycle (15%). Other modes captured 2% or less:

- Car/van (as passenger) (2%);
- Other (2%); and
- Bus, minibus, or coach (1%).

Results for Question 3 are presented in Figure 3-3.

Figure 3-3 - How do you normally travel in your local neighbourhood?



Question 4: What is your special interest in the road network around Huntingdon and St Ives?

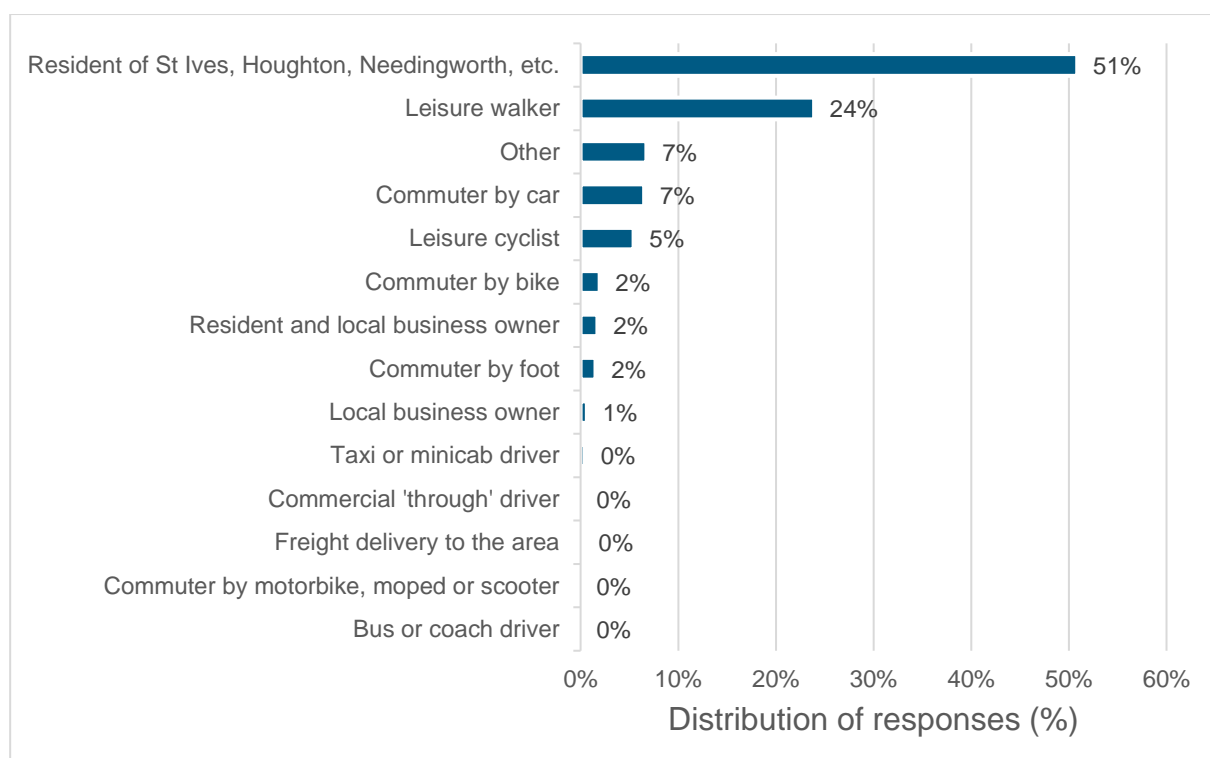
Respondents were asked to provide details on the nature of their interest in the road network around Huntingdon and St Ives, by selecting all answers which applied from the following:

- Resident of St Ives, Houghton, Needingworth, etc;
- Resident and local business owner;
- Local business owner;
- Freight delivery to the area;
- Commercial 'through' driver;
- Commuter by car;
- Taxi or minicab driver;
- Bus or coach driver;
- Commuter by bike;
- Commuter by foot;
- Commuter by motorbike, moped or scooter;
- Leisure cyclist;
- Leisure walker; and
- Other.

Responses were received from 462 respondents to this question. Respondents were able to select multiple answers therefore the total number of responses for each interest will be greater than the total number of respondents for this question.

51% of the respondents declared an interest in the area as a 'resident of St Ives, Houghton, Needingworth, etc'. Additionally, 'leisure walker' (24%), 'other' (7%) and 'commuter by car' (7%), and 'leisure cyclist' (5%) were the next most common responses. All other responses received less than 5% of the response share. Figure 3-4 shows the results for Question 4.

Figure 3-4 - What is your special interest in the road network around Huntingdon and St Ives?

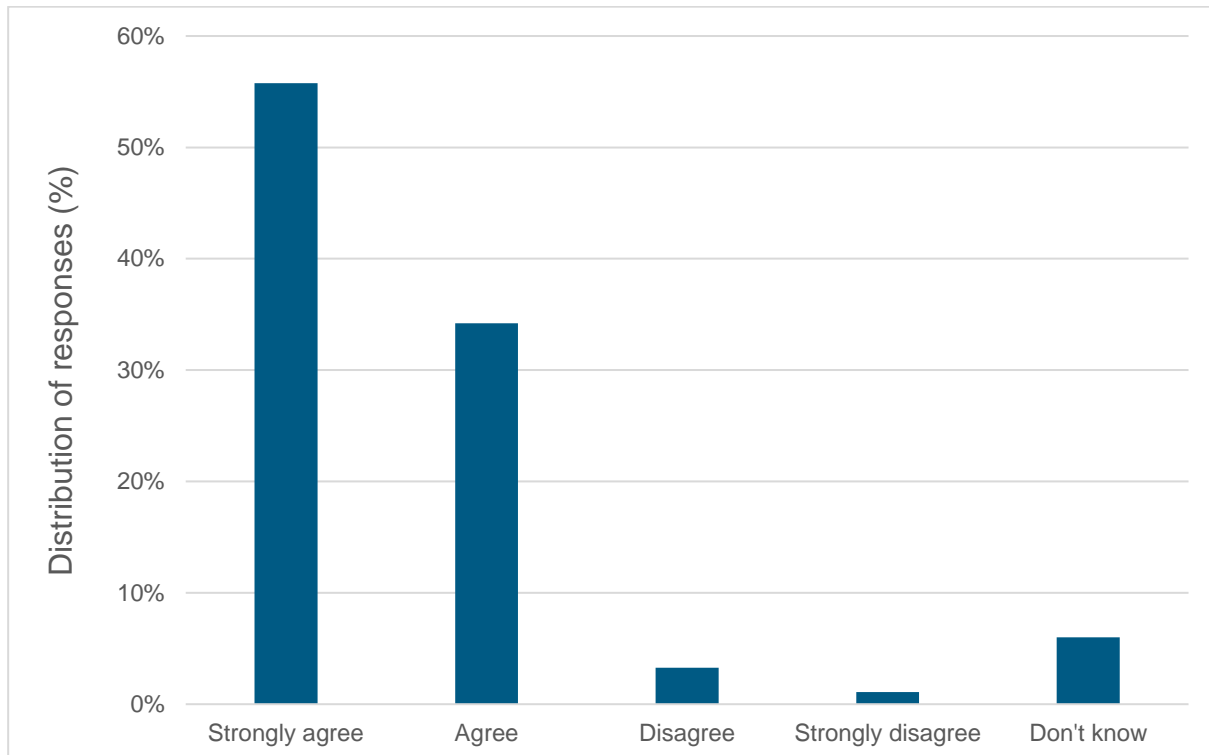


Question 5: Do you agree there is a need to reduce road traffic (cars, lorries, vans) in St Ives?

Respondents were asked to state whether they agreed with the statement in Question 5 by selecting an answer on a scale between 'strongly agree' and 'strongly disagree'. Respondents were also given the option to answer 'Don't know'

Responses were received from 459 respondents for this question. The majority of respondents 'strongly agreed' with the statement, with a total of 90% 'strongly agreeing' or 'agreeing'. Results for Question 5 are presented in Figure 3-5.

Figure 3-5 - Do you agree there is a need to reduce road traffic (cars, lorries, vans) in St Ives?



Question 6: To what extent do you agree there is a need to make travel by public transport easier in St Ives (bus, coach, taxi or minibus)?

In regard to improving the ease of public transport travel in St Ives, two public transport options were presented, and respondents were asked to rank each from 'strongly agree to strongly disagree':

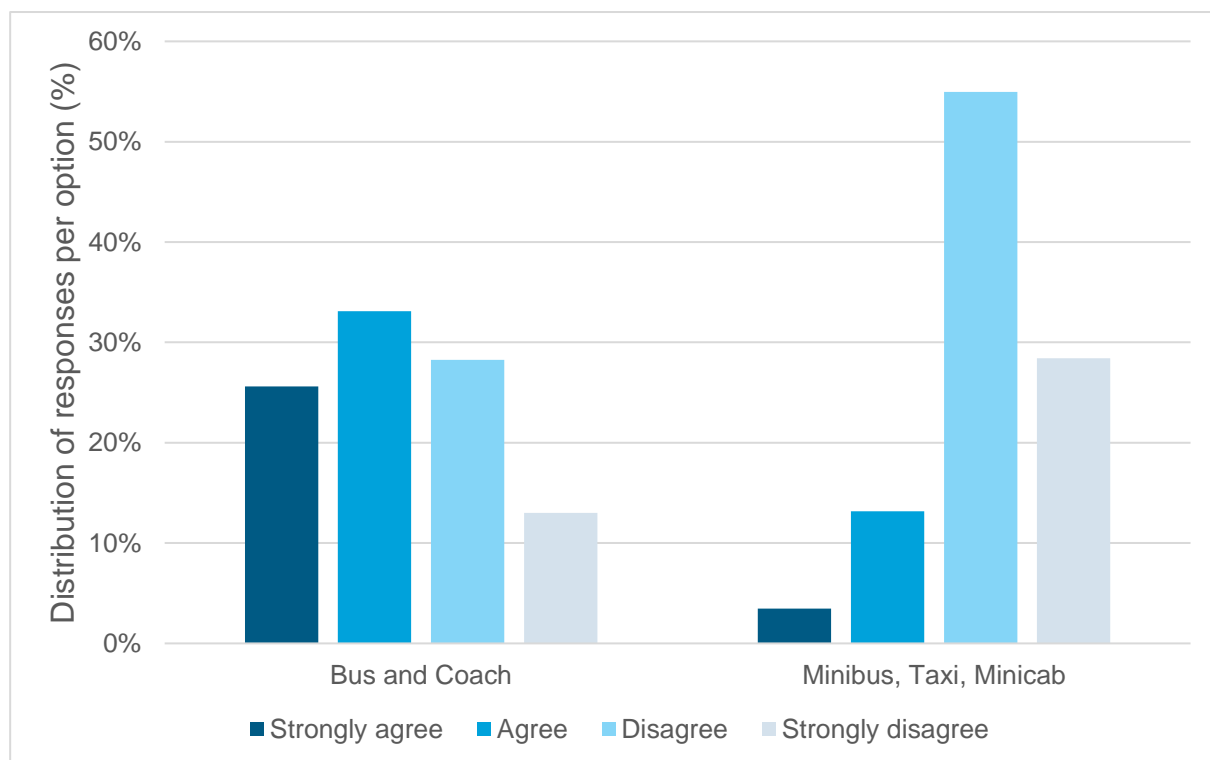
- Bus and coach; and
- Minibus, taxi, minicab.

Responses were received from 453 respondents to this question. Not all respondents provided a response to both aspects of the question.

When responding to the first aspect of the question, regarding whether respondents would agree that there is a need to improve ease of bus and coach use, the results were distributed from 'strongly agree' to 'strongly disagree'. The most responses were provided for the 'agree' option (150), with slightly fewer responses for 'disagree' (128) and 'strongly agree' (116). Fewer respondents felt strongly about this issue, with only 116 responding 'strongly agree' and even fewer (59) responding 'strongly disagree'.

When responding to the second aspect of the question, regarding whether respondents would agree that there is a need to improve ease of minibus, taxi, minicab use, the results were skewed more towards 'disagree' (238) and 'strongly disagree' (123). Fewer respondents were in favour of this option with only 15 respondents 'strongly agreeing' and 57 respondents 'agreeing'. Figure 3-6 presents the results from Question 6.

Figure 3-6 – To what extent do you agree there is a need to make travel by public transport easier in St Ives (bus, coach, taxi or minibus)?



Question 7: To what extent do you agree there is a need to allocate road space for non-motorised users (walkers, cyclists and horse rides)?

To understand the extent which respondents agreed with the need to allocate road space for non-motorised users, three non-motorised transport options were presented. Respondents were asked to rank each from 'strongly agree to strongly disagree':

- Dedicated walking space;
- Dedicated cycling space; and
- Dedicated bridle paths.

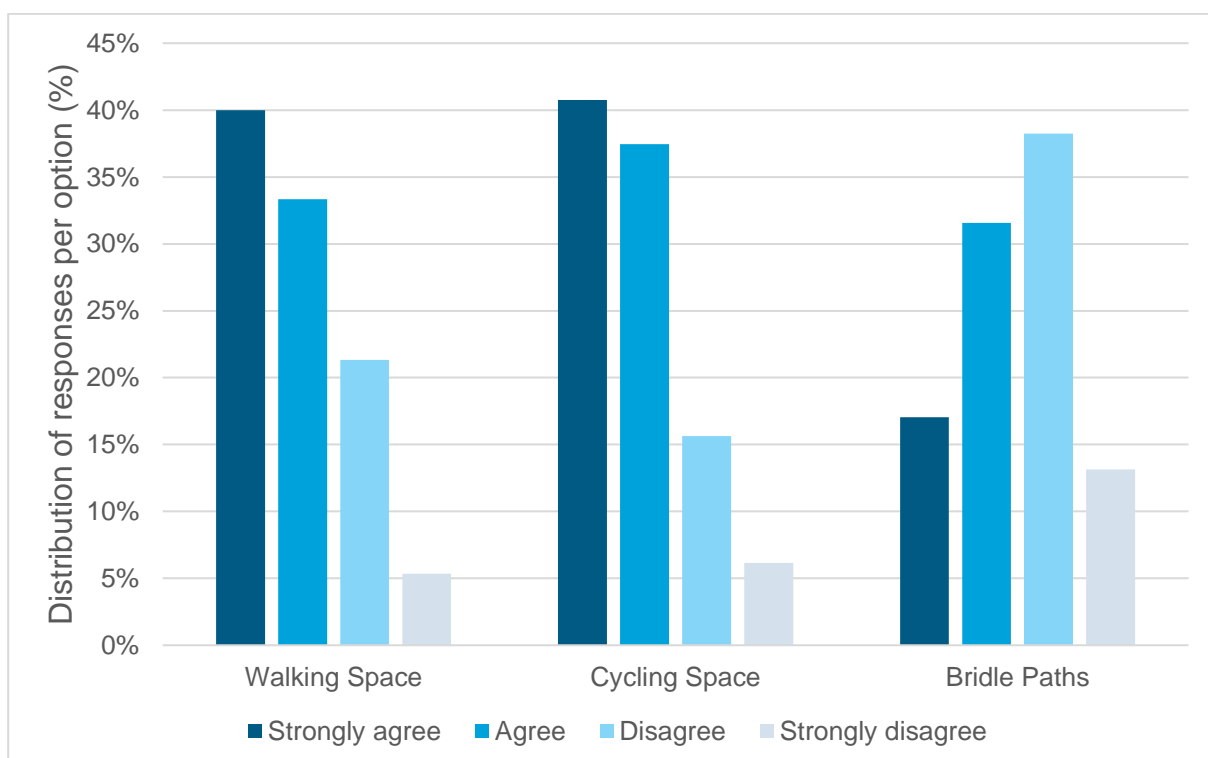
Responses were received from 454 respondents to this question. Not all respondents provided a response to both aspects of the question.

When responding to the first aspect of the question, regarding whether respondents would agree that there is a need to provide allocated space for walking, the results were skewed heavily towards 'strongly agree' (180) and 'agree' (150). A total of 120 respondents 'disagreed' or 'strongly disagreed' with the statement.

When responding to the second aspect of the question, regarding whether respondents would agree that there is a need to provide allocated space for cycling, the results were also skewed heavily towards 'strongly agree' (185) and 'agree' (170). Only 99 respondents 'disagreed' or 'strongly disagreed' with the statement.

When responding to the third aspect of the question, regarding whether respondents would agree that there is a need to provide allocated space for bridle paths, the results were more evenly distributed across all four responses. The most respondents answered 'disagree' (166), with similar numbers answering 'agree' (137). A smaller number of respondents answered 'strongly agree' (74) and 'strongly disagree' (57). Figure 3-7 shows the results of Question 7.

Figure 3-7 – To what extent do you agree there is a need to allocate road space for non-motorised users (walkers, cyclists and horse riders)?



Question 8: What matters to you in the future development of your local transport network?

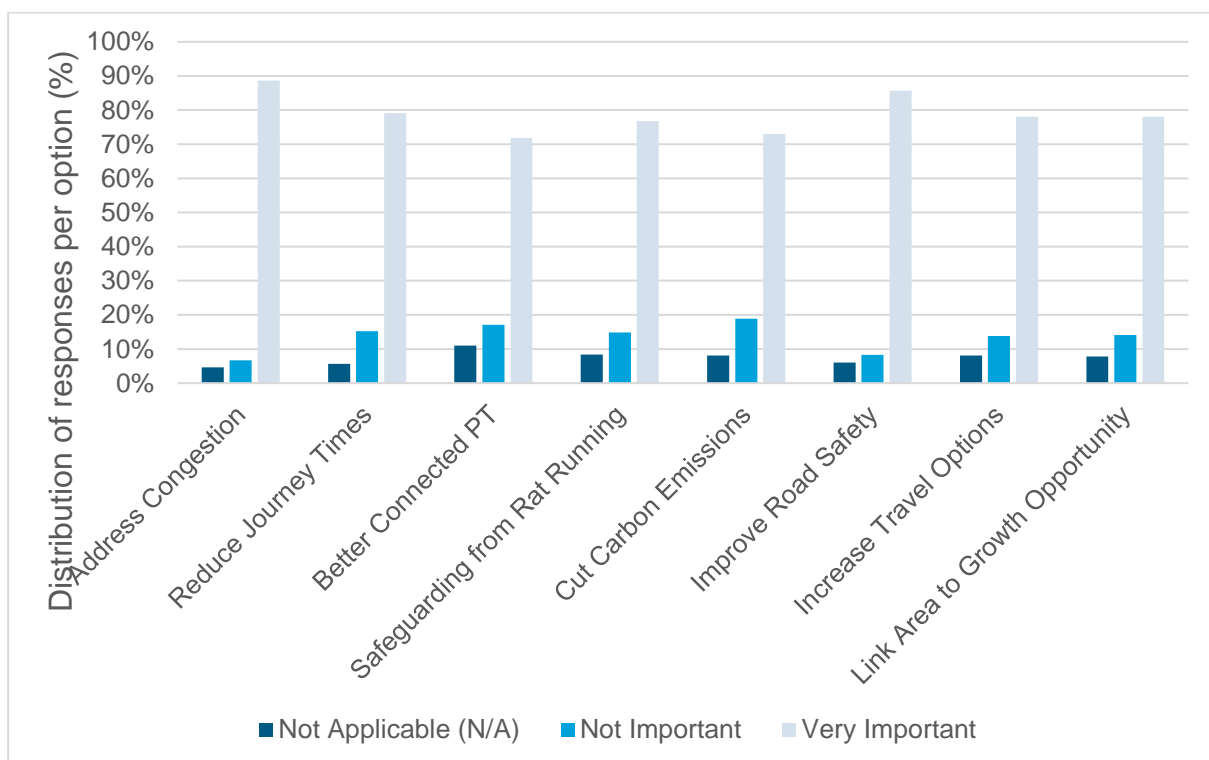
Eight issues were presented and respondents were asked to categorise each as either 'very important', 'somewhat important', 'not important' or 'not applicable':

- Address congestion and delay on existing road network within St Ives;
- Reduce journey times on local routes caused by hold-ups;
- Create better connected public transport;
- Safeguard villages and residential streets from 'rat-runs';
- Cut carbon emissions from traffic jams;
- Improve road safety;
- Increase travel options for local people; and
- Ensure local transport keeps your area linked into growth opportunity – jobs, homes, investment.

Responses were received from 451 respondents to this question. Not all respondents provided a response to every aspect of the question.

'Very important' was the most common response to all issues. Of the issues where 'very important' was the most common answer, 'address congestion' and 'improve road safety' has the highest number of responses in this category. The other issues were still considered very important, responses exceeded 70% for 'very important' for each issue. Results for Question 8 are presented in Figure 3-8.

Figure 3-8 – What matters to you in the future development of your local transport network?



Map Pin Findings

In total, 268 comments were attached to pin locations on the interactive map. Respondents dropped pins at the locations they wanted to comment on. A map with each pin location is shown in Figure 3-9.

To analyse this dataset, Atkins divided the area into 12 locations surrounding St Ives as shown in Figure 3-10. 20 pins were dropped outside of the study area and have but have been included as External. The percentage of responses within each area are as follows:

- A1123 / B1040 / A1096 – 19%;
- Harrison Way – 19%;
- A1123 – 14%;
- London Road and Low Road – 10%;
- Town Centre 8%;
- External – 7%;
- St Ives Town North – 6%;
- B1040 – 6%;
- Southwest villages 4%;
- Internal other – 4%;
- Sawtry Way – 2%; and
- Guided Busway – 1%.

There were a further 117 comments made that were not attached to pin locations. These comments have been combined with the free-form answers and analysed in section 3.2.

Figure 3-9 – Pin Map Locations.

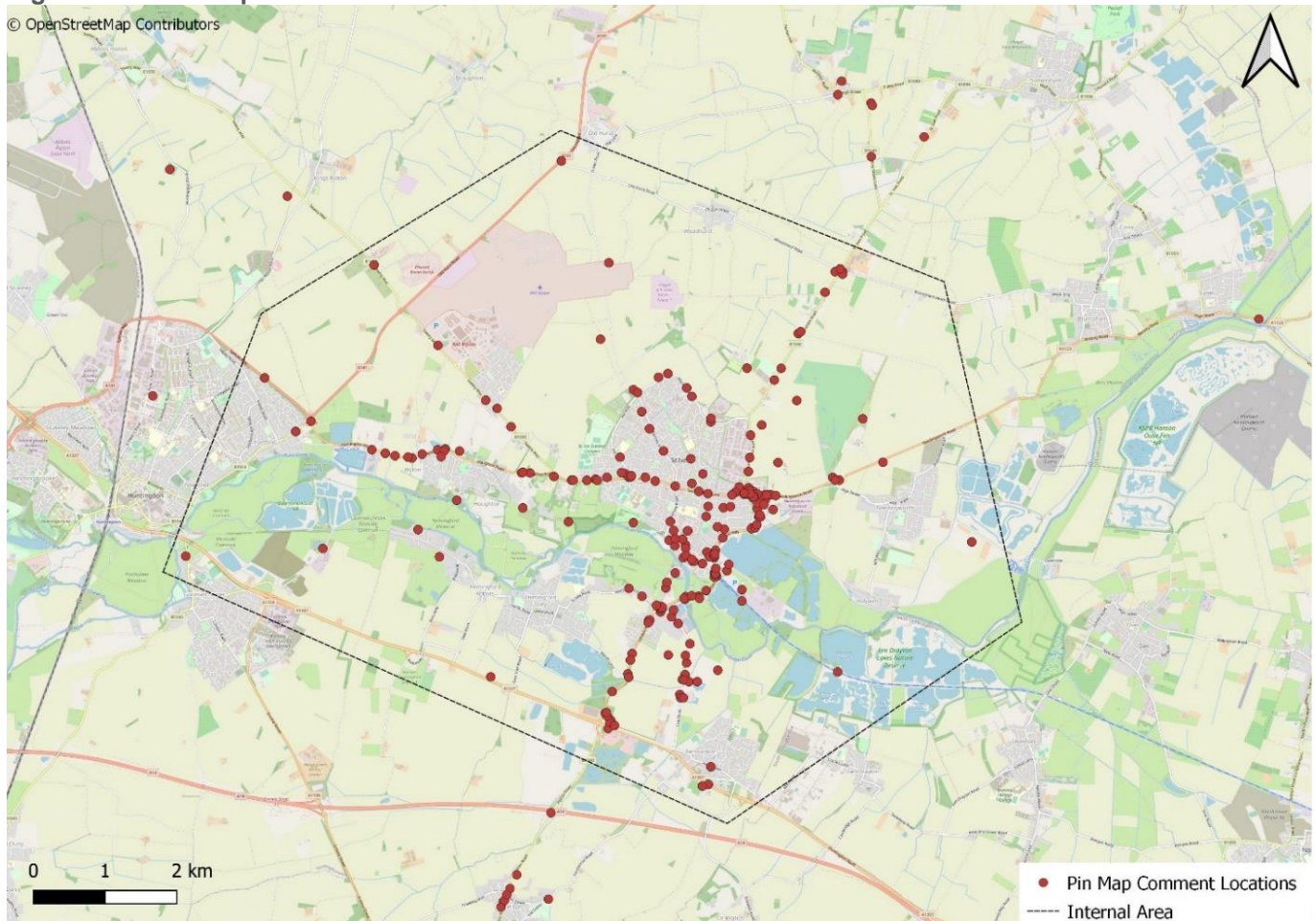
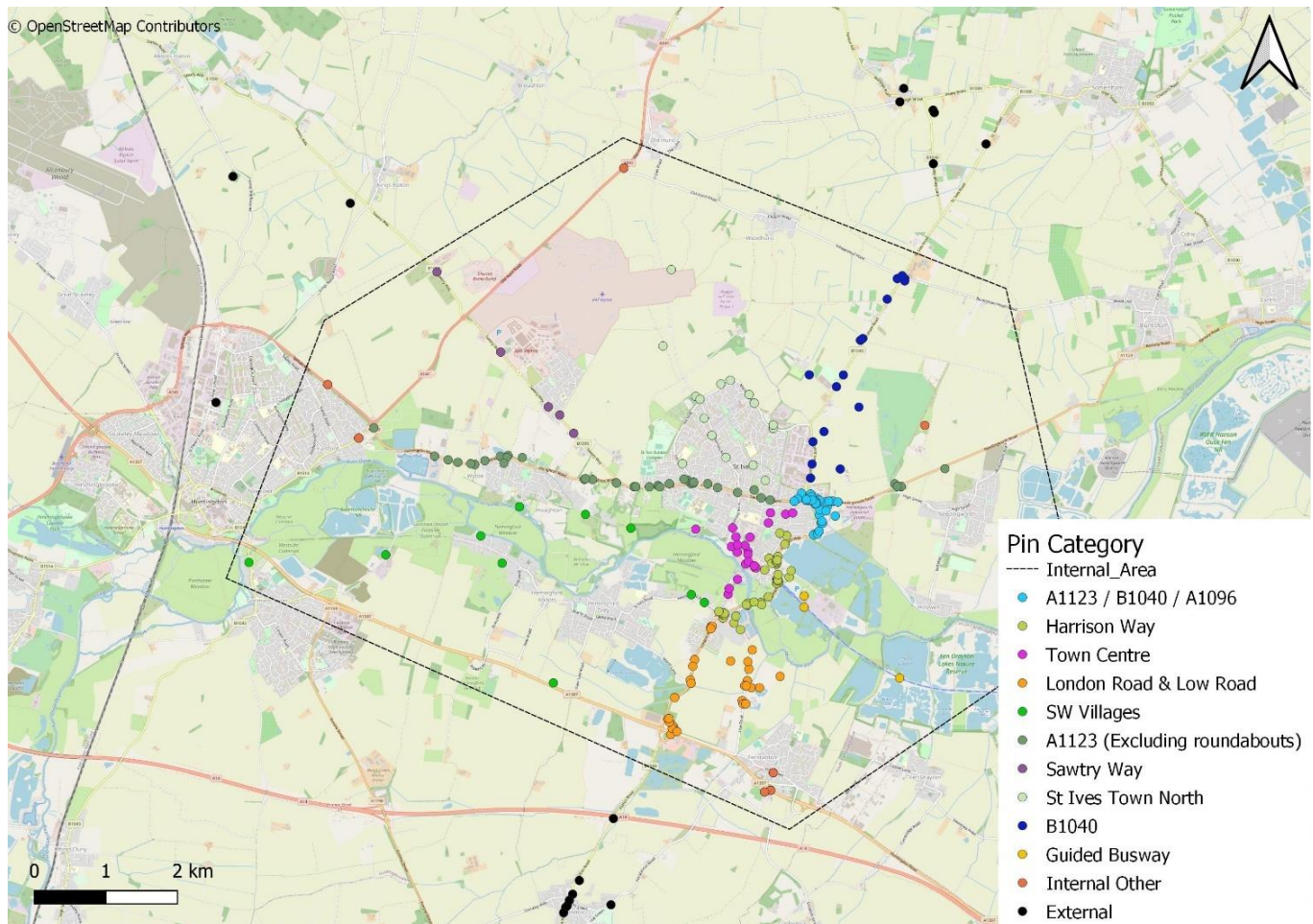


Figure 3-10 - Location of comments made by respondents to the public engagement.



Key Findings

A number of key themes have been identified following a review of the comment for each area, these are summarised below, starting with the area for which there was most comments.

A1123 / B1040 / A1096

The most frequent comments dropped on the map in this area were related to the **amount of congestion** that has been exacerbated by the development of Aldi, Tesco, Morrison's and McDonalds adjacent to the roundabout for converging traffic from the A1123, B1040 and A1096. Most respondents identified the problem being related to the **pinch point created due to the entrance and exit of these amenities**. Corresponding to congestion, many respondents also commented on the **impact this has upon active transport and the safety of its users**. Locations mentioned regarding pedestrian and cyclist access were the A1123, Needingworth Road, Harrison Way and Somersham Way. Solutions proposed by respondents included:

- The construction of a dual carriageway to increase the road capacity for the volume of traffic;
- The implementation of a bypass continuing north to alleviate the pinch point between the bypass and Somersham Road; and
- Construction of an overpass for buses and underpass for pedestrians.

Harrison Way

The most frequent comment dropped on the map in the Harrison Way area, including access to Meadow Park and the route into St Ives, was in relation to **active transport modes and congestion**. General concerns included:

- Safety concerns and lack of visibility for pedestrians and cyclists;
- Current condition of cycle/footpath on Low Road needing maintenance;
- Poor connectivity of the cycle route on Station Road; and
- Dangerous pedestrian and cyclist crossings.

Suggestions were made to construct a pedestrian/cycleway bridge over Harrison Way allowing only buses to cross the A1096. This would reduce delays for active transport modes and improve user safety.

Other comments referred to:

- High levels of congestion on the river crossing;
- Congestion on Needingworth Road, roundabout on Meadow Lane, London Road and Harrison Way;
- Heavy traffic using Harrison Way/Meadow Lane; and
- Rat running on Needingworth Road.

A1123

The most frequent comment dropped on the map around the A1123 area was in relation to the **current walking and cycling infrastructure** between St Ives and Huntingdon, particularly in the Wyton area.

Respondents commented on the poor maintenance and lack of connectivity between Huntingdon and St Ives for pedestrians and cyclists.

Another significant comment made on the A1123 was in relation to the **volume of traffic and subsequent congestion and travel delays**. Comments along this theme discussed both the need for speed reduction measures and traffic management to improve safety, reduce rat running and ensure that heavy traffic is kept to designated routes.

Other comments made included the following themes:

- Suggested improvement/development of transport infrastructure to improve congestion issues. For instance, constructing an underpass for through traffic to reduce tailbacks and improve pedestrian crossings. Respondents also mentioned the negative impact of housing developments upon the transport network and related congestion issues;
- Respondents commented on the lack of well-connected public transport services, particularly in Huntingdon;
- Environmental impacts caused by pollution on St Audrey Lane into Houghton Road;
- Respondents commented on the rat running that occurs through the A1123, Burstallars, The Pound and Ramsey Road. Comments suggested the implementation of some form of speed calming measures such as speed bumps or chicanes to reduce the speed and volume of through traffic in these areas;
- Maintenance of active transport infrastructure is required to improve the journey quality for users. Respondents specifically noted that cycle/footpaths from St Ives to Huntingdon are multiuse, and poorly maintained making them very narrow. Although Bluntisham is not within the extent of this study, respondents commented on the poorly maintained cycle/footpath and its long route through Needingworth. The crossing to Bluntisham was also deemed dangerous by respondents;
- Safety concerns and congestion at roundabouts for all road users. This refers to the comments made regarding the A1123 / B1040 / A1096;
- Respondents commented on the volume and speed of heavy traffic along the A1123 which is dangerous particularly for children; and
- Respondents were concerned by the dangerously high speed of vehicles and made reference to a fatal accident that occurred in 2020⁴.

London Road/Low Road

The majority of comments made were related to **congestion and the volume of traffic**. Key locations mentioned by respondents were the A1307, Harrison Way, London Road and Low Road. Suggestions from responders included:

- An upgrade to the A1307 to improve the congested busway;

⁴ No specific information provided as to the location or cause of this accident by the respondent.

- Converting the junction with the A1307 to a roundabout to maintain traffic flows;
- Upgrade London Road as a major road into town and the requirement for a dual carriageway to cope with the volume of traffic in preparation for continued local developments; and
- Speed of traffic needs to be reduced to 30mph and heavy traffic access should be limited on the A1096 around residential areas.

A smaller number of respondents also commented on the active transport network, specifically detailing the improvements they felt were required, and the need for vehicle speeds to be reduced in this area to improve safety.

Town Centre

The majority of comments from respondents were regarding **active transport** conditions in the Town Centre. Respondents suggested improvements to the pavement on East Street to provide better access for wheelchair and push-chair users, thus **increasing the accessibility** of the town centre. Comments also indicated that respondents felt active transport infrastructure and priority access, such as footpaths, cycleways, and pedestrian only access needs to be improved within the town centre. Bridge Street, Old Bridge South, access to Old London Road from Hemingford Road and routes to and from Fairfields and Houghton were specifically mentioned by respondents. Numerous comments also suggested pedestrianising the town centre to reduce traffic within St Ives.

Respondents also commented on:

- Speed calming measures are required on Park Way as it is used as a rat run to avoid school traffic on Pig Lane;
- Improvement to current transport infrastructure, with the majority relating to the narrow roads and need for traffic calming measures;
- Management needed to reduce the amount of inconsiderate parking within the town centre; and
- Congestion on Needingworth Road, Pig Lane and Fairfields.

External

The most frequent comments made by respondents were related to the **volume and impact of heavy traffic** in areas external to the study area. These comments also mentioned the consequential **noise pollution and disregard of the traffic calming measures**. Key locations mentioned were Hilton and Pidley as a route used from the old A14, and Huntingdon industrial area as the A1123 is used heading east to the new A14.

Active transport modes and the maintenance of roads were also a priority for the majority of respondents particularly in relation to Hilton, Fenstanton, Papworth, Godmanchester and St Ives. Improvements would increase the safety for pedestrians and cyclists and encourage non-motorised transport modes.

Other comments referred to the need for **a more extensive hourly guided busway** service to support the local community and encourage public transport use.

Multiple respondents suggested **upgrading the A14** to provide a junction for St Ives and the surrounding area. An upgrade to the bridge at Hilton over the A14 was also suggested to provide slip roads for St Ives and the surrounding area.

St Ives Town North

The most frequent comment in relation to St Ives north was regarding the lack of **well-connected and safe active transport network**. Key locations identified in this area included:

- Marley Road;
- Hill Rise;
- Ramsey Road; and
- Warboys.

Respondents also highlighted the need for safer active transport networks around local schools such as Thorndown Primary School, Westfield Junior School, and the St Ivo Academy, providing greater benefit for the local community.

Other comments made within this area included:

- A guided bus crossing should be provided to reduce conflict at the southern access to the area;

- Inconsiderate parking should be discouraged and there should be limited access to areas in close proximity to the local schools. Particular areas mentioned include Hill Rise and Ramsey Road;
- Vehicle speed should be reduced on Marley Road and Hill Rise;
- Access along Ramsey Road should be reinstated once the Wyton airfield becomes redundant as it provides efficient access for traffic into St Ives along the A141, and relieves pressure on other approaches; and
- A bypass should not be connected to Marley Road as Marley Road and Hill Rise are already used to bypass traffic lights on Ramsey Road causing congestion on the B1040.

B1040

The most frequent comment regarding the B1040 was in relation to **introducing improved active transport infrastructure to improve the safety of pedestrians and cyclists** using this road. Some respondents specified that improvements should be made specifically between Somersham and St Ives.

Comments were also made around:

- Traffic management related to the volume of traffic. Better traffic management was suggested, such as a roundabout or traffic lights to improve overall user safety;
- General requirement for improved user safety;
- Speed management; and
- High congestion rates.

Southwest Villages

In this area respondents were **most concerned by the active transport network**. Respondents commented on the need for maintenance to be conducted on foot and cycle paths. In particular the cycleway between St Ives, Godmanchester, over Old Bridge, and Huntingdon needs upgrading to meet LTN 1/20 standards. Respondents would also like to see a cycle/footpath on the A1307 connecting Huntingdon to Fenstanton.

Comments also alluded to the need for another river crossing as current bridges are prone to flooding during the winter. In doing so this would improve accessibility to southwest villages. Furthermore, respondents also suggested pedestrianising Old Bridge or at least minimising vehicle access to encourage greater uptake in non-motorised modes of transport.

Other comments made include:

- Required improvement to existing transport infrastructure. For instance, the speed bumps on Hemingford Road and St Ives Road are ineffective making the road dangerous. The exclusion gates on general connections to Brampton also need to be replaced with cattle grids; and
- Parking should be limited/discouraged on Church Street around The Thickets.

Internal Other

The majority of comments referred to the **rat running that occurs** from the A1307 to St Ives via Fenstanton and Low Road. Comments related to the **speed and parking** provided in this area. Other comments were made regarding:

- Upgrading the A141 to a dual carriageway from Spittals through to Huntingdon Road and Houghton Road;
- Implementing a cycle route compliant with the LTN 1/20 standard between Huntingdon and St Ives and in doing so improving the safety of users;
- High levels of congestion; and
- The need for better connectivity of local bridleways.

Sawtry Way

There were five comments regarding Sawtry Way made by respondents. Two of these comments stated the need for **better-connected and more extensive bus services** for villages surrounding St Ives, including Abbots Ripton and Kings Ripton. There were also two comments suggesting that **local active transport infrastructure requires improvement**, specifically the need to widen the pavement and provide a shared cycle lane along Sawtry Way. As well as implementing a crossing for pedestrians at Sawyer Way, especially as a provision for the possible new housing development at RAF Wyton. A final comment, from one respondent, was made regarding the **dualling of the A1307/A1096 junction**.

Guided Busway

Only three responses were provided in this area which addressed the need for a **dedicated cycle path** between Hemingford and St Ives towards the primary school to improve the safety of users during peak times. Comments also suggested that better **maintenance of the guided busway** would reduce flooding risk and provide a suitable road surface for cyclists to use. Similarly, the final response indicated that local **footpaths and bridleway** required better maintenance to reduce the risk of flooding.

Question 10: What is your preferred option? Please rank the options highest to lowest (1-6).

Respondents were asked to rate the six initial option concepts from highest to lowest on a scale of 1 (highest) to 6 (lowest). Respondents were also given the option to rank an option as N/A if they didn't want to provide a score. The option concepts are included in Appendix B and summarised below:

- Option 1: Full offline bypass with no connections from A141 to A1123;
- Option 2: Full offline bypass with connections to Marley Road;
- Option 3: Offline bypass from A141 connecting to Marley Road. From the B1040, an offline link provided to connect to A1123;
- Option 4: Local Junction Improvement Package;
- Option 5: Sustainable Travel Package; and
- Option 6: Non-Motorised User Package.

Responses were received from 448 respondents to this question. Not every respondent ranked all three option concepts in their response:

- Option 1 received 448 responses;
- Option 2 received 416 responses; and
- Option 3 received 376 responses.

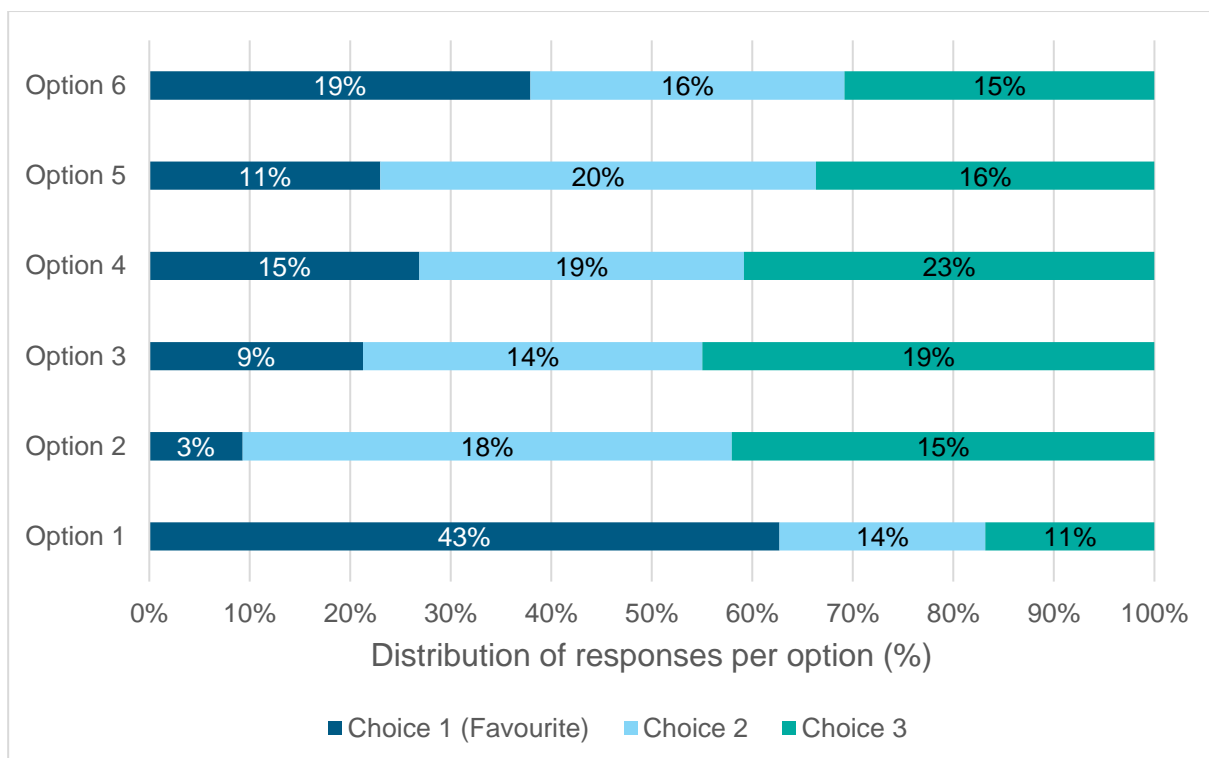
The results for question ten are illustrated in Figure 3-11.

Option 1 was ranked '1' (highest) as the most common response for choice one, with 43% of responders ranking option 1 as their preferred choice. Overall, the majority of responders included option 1 in their response in their top three choices (in total 292/68% of respondents).

Option 5 was ranked '1' (highest) as the most common second choice (20% of all responses to option 2) followed by option 4 (19%) and option 2 (18%).

Option 4 was ranked '1' (highest) as the most common response for their third choice (23% of all responses to option 3) followed by option 3 (19%) and option 5 (16%).

Figure 3-11 – What is your preferred option?



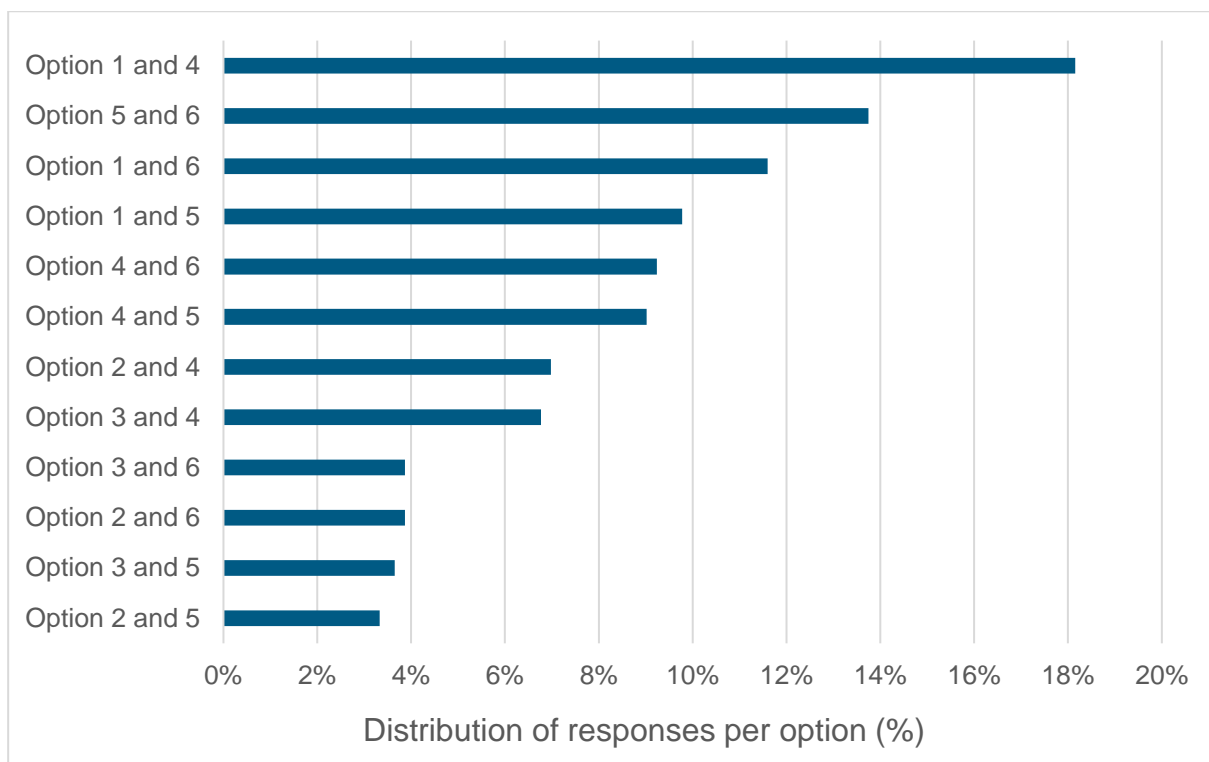
Question 11: Which combination of the option elements would you prefer to see considered further? Please choose a maximum of five combinations from the options below.

Respondents were asked to suggest combinations of options that they would prefer to see considered further. Respondents were able to provide up to five combinations therefore the total responses will be greater than the total number of respondents for this question.

Responses were received from 384 respondents to this question. 69% of respondents included a bypass (options 1, 2 or 3) in their preferred combinations, with 40% favouring option 1, in combination with another option.

Of all combinations, option 1 and option 4 made up the highest proportion of (18%) all suggestions, followed by option 5 and option 6 (14%), option 1 and option 6 (12%) and option 1 and option 5 (10%). All other combinations accounted for 10% or less of the responses. Figure 3 -12 presents the results for question 11.

Figure 3 -12 – Which combination of the option elements would you prefer to see considered further?



3.2. Additional Feedback

Respondents were given the opportunity to provide additional comments in a freeform box at the end of the survey. 186 respondents provided additional comments in this way. Comments have been combined into common themes, outlined as follows with the number of occurrences shown in brackets. The total number of comments is more than 186 as some comments were applicable to multiple themes.

Themes included:

- Congestion (57);
- Active Travel (49);
- Environmental Impacts (38);
- Engagement Process (38);
- Development (36);
- Public Transport (27);
- Safety (18);
- Speeding (17);
- Rat-Running (17);
- Community (17);
- Sustainable Transport (15);
- River Crossing (13);
- Heavy traffic (11);
- Project Scope (11);
- Parking (10);
- Maintenance (9);
- Cost (8);
- Governance (6);
- Access to St Ives (5);
- Accessible Transport (5);
- Access to A14 (4);
- Equestrians (4);
- Access to 1307 (1);
- Reduce need to travel (1);
- Multi Modal (1);
- CAM (1); and
- Covid-19 Impact (1).

These themes have been analysed further and broken down into sub-themes in the following sections.

3.2.1. Congestion

The highest number of comments (57) provided by respondents were in relation **to existing/increased congestion** within the study area. Respondents were most concerned about the after-effect of the proposed options, if they are not thoroughly considered, and existing developments which could increase congestion within the St Ives area.

Respondents who mentioned congestion were most concerned with:

- St Ives;
- Huntingdon;
- McDonalds & Morrison's roundabout;
- Harrison Way;
- Meadow Lane;

- Marley Road;
- Somersham Road;
- Huntingdon Road;
- Hill Rise; and
- Station Road.

Congestion was frequently mentioned alongside concerns regarding the **volume of commuters and heavy traffic** travelling through the study area. It should also be noted that a considerable number of responders did not think a bypass would improve the congestion but simply move it elsewhere.

It is important to note that comments were made regarding the high level of congestion on Earith Causeway, although this is outside of study area for this engagement report.

3.2.2. Active Travel

Active travel comments were provided under a number of sub-themes, generally highlighting the need for **improved and safer routes for pedestrians and cyclists** between St Ives and surrounding areas. These include:

- Improve pedestrian visibility on Station Road;
- Implement a footpath on Marley Road; and
- A1307 to Huntingdon cycle route needs continuity.

Numerous respondents commented on the overall need to create better options for people to use sustainable transport methods.

3.2.3. Environmental Impacts

A number of comments made by respondents were in relation to **environmental factors**. These were made in the context of **flooding, pollution, noise and conserving green space** within across the study area. Key locations and concerns are detailed below:

- North of St Ives – the construction of a new road would destroy green space and increase noise pollution;
- Wildlife would be affected by the bypass;
- Marley Road – pollution and impact upon residents in the area;
- Drainage needs to be considered;
- If a bypass is not implemented in the next five years, the environmental damage to St Ives will be irrecoverable;
- Ramsey Road, near North Road and Westwood Road, and Somersham Road – noise pollution; and
- It is more damaging to the environment to build a whole new road. Any changes must include recognition of local wildlife requirements such as green corridors and tunnels for pets and wildlife (lots of pets cross Hill Rise). There is a thriving hedgehog population that must be protected within the area.

Respondents are aware of a variety of environmental concerns and would like to see that the proposed St Ives transport network developments mitigate against environmental damage and climate change.

The village of Earith was also mentioned by respondents as flooding causes congestion issues in St Ives. Earith is situated outside of the study area of this project, however disruption can impact traffic conditions in St Ives and therefore this statement should be considered.

3.2.4. Engagement Process

A significant number of comments were made in regard to the **engagement process**. These were particularly related to the structure and content of the survey, the structure and content of the website, the description of scheme options and the engagement process in terms of the level of information provided and the need to engage further.

3.2.5. Development

Respondents noted their **concerns with the increasing amount of development** occurring in the study area and the subsequent **impact of this upon the transport system**, as this is something they noted has occurred previously. Many comments have been made regarding the Aldi, Morrison's roundabout as these developments

have created a pinch point. Respondents would like to see future developments have a better consideration and forecast of the potential impact on the transport network.

3.2.6. Public Transport

Public transport comments were provided under a number of sub-themes, as follows:

- The need for a more extensive service in the surrounding area;
- Revision of ticket pricing to encourage people to use public transport instead of individual car use;
- Better funding for public transport;
- Buses should be given priority in pinch points such as on Ramsey Road;
- Restrict the use of motorised vehicles and encouraging the use of public and active transport; and
- Prioritise sustainable transport use over private car use.

Respondents also commented on current issues with existing public transport services. Key locations highlighted include:

- Needingworth;
- Wyton on the Hill;
- Hilton;
- Fen Drayton;
- Fenstanton; and
- Holywell.

Current issues with public transport include **running schedules and journey times, lack of correlation with train times, limited service to outlying villages and services are frequently busy.**

Final remarks made by respondents were that the **priority should be to improve alternative transport modes**, such as bus services, not to construct new roads/bypasses. Locals would like to see seamless integration throughout the transport network. It was also acknowledged that post Covid-19 restrictions, there would be greater uptake of public transport therefore provisions should be made.

The villages of Bluntisham and Earith are not included within the scope of this project, although some respondents mentioned public transport issues experienced in these areas.

3.2.7. Safety

Numerous comments were made by respondents in relation to **safety concerns within the study area for pedestrians and cyclists.** This is generally in **correlation with concerns regarding vehicle speed, visibility, crossings and the condition of active transport infrastructure.** Key locations include:

- Marley Road;
- Route from Brampton to St Ives;
- If the righthand turn on St Audrey Lane and Needingworth Road is prohibited it will increase the risk of accidents;
- Speeding on London Road raises concerns for local residents when walking on footpath especially for children walking/cycling or scootering to school;
- Safer cycleway along Low Road between Fenstanton and St Ives should be implemented; and
- The junction between the busway and Station Road has poor visibility, making the junction dangerous.

Respondents felt that future transport developments within and around St Ives should focus on making active travel the safer and more convenient travel option to discourage private car use.

3.2.8. Speeding

Respondents noted their concerns regarding **the speed at which vehicles travelled in close proximity to residential developments within the area.** Speeding was often mentioned in correlation with **safety, rat-running, active transport and the environment.** Respondents mentioned the following locations:

- Marley Road;
- A1123 – particularly Heavy traffic;
- Low Road;

- Hill Rise; and
- Ramsey Road.

3.2.9. Rat-Running

A number of areas of **concern in relation to rat running** were identified by respondents as follows:

- Kings Ripton;
- Fenstanton;
- Harrison Way;
- A1123 – in particular heavy traffic;
- High Leys; and
- Green Leys.

Respondents were concerned that **developments would increase rat running** within the area. Concerns included:

- Preventing a right-hand turn at Needingworth Road would simply relocate the rat run to Fairfields which are narrower streets close to local schools;
- Developments along A1123 will create rat runs through residential streets;
- A new bypass will reduce the number of motorists using St Ives as a rat run; and
- A one-way road should be implemented on Low Road to reduce rat run.

3.2.10. Community

Comments in relation to the **community benefit of the proposed options** were mentioned by 17 respondents. These were notably focused upon the safety and benefit of the local community.

- Focus on villages with the largest population; and
- Appreciated giving the local community a voice.

3.2.11. Sustainable Transport

Several respondents were concerned about **sustainable transport**. This is in regard to **improving electric car opportunities and active modes** to reduce the use of motorised vehicles. Multiple respondents would prefer to see investment in sustainable travel such promoting the use of electric cars.

3.2.12. River Crossing

A number of respondents were concerned that an additional river crossing was not included within the plan as the current river crossings are prone to flooding which exacerbates the existing transport issues. Some respondents also noted their desire for a non-motorised river crossing.

3.2.13. Heavy Traffic

Heavy traffic was mentioned in the comments 11 times for a variety of reasons. Comments generally related to the **environment**, several comments were raised about the **noise** and **air quality** issues associated with heavy traffic within the study area.

Respondents also commented on the **volume of heavy traffic and the speeds with which they travel**, particularly at night.

A number of suggestions were made to help mitigate the impact of heavy traffic, particularly related to traffic management by restricting heavy traffic to main routes and signage to encourage heavy traffic to keep to suitable routes.

3.2.14. Project Scope

Comments were made relating to the **extent of the project scope** or suggested schemes or changes outside of the study area identified for this project. Respondents raised concerns that the proposed options were too **short-term** to have positive long-term impact. Additionally, respondents were also disappointed that a new river crossing had not been included in the options, that Wyton on the Hill had been overlooked and that the greatest emphasis was on St Ives when surrounding villages have transport related issues too. In terms of the project

scope, respondents generally felt that the focus should be on the root cause of traffic problems not facilitating them.

3.2.15. Other themes (with 10 or less comments)

The following summarises the remaining themes from the freeform comment box:

- **Parking** – respondents commented on the need for free short stay car parks, pedestrianising areas of the town and removal of inconsiderate parking by utilising the parking facilities already in situ. Key locations include Station Road.
- **Maintenance** - a number of comments were made describing the need for improvements to the existing transport infrastructure. For instance repairing road and pedestrian/cycle paths.
- **Cost** – respondents commented on the high cost of the suggested options and most would prefer funds were spent elsewhere. Some felt that investing in alternative active and sustainable travel would have greater success at eliminating current transport issues than constructing a new bypass.
- **Governance** – comments on governance were made in regard to the consistency and coordination of plans.
- **Access to St Ives** – comments made in regard to the lack of access roads into and out of St Ives. Secondly, one respondent commented on the issues exacerbated by the A14 on St Ives which could be alleviated by a bypass to the north of St Ives.
- **Accessible Transport** – five respondents commented on the accessibility of transport. They identified the need for greater consideration to be made for disabled people or those with limited mobility.
- **Access to A14** – respondents commented on congestion between the A1307 to Cambridge and the A14 that would not be resolved by constructing a bypass to the north of St Ives. Alternatively, some comments suggested that a northern bypass would reduce congestion and heavy traffic through St Ives. Comments also suggested that access to the A14 would be improved if there were more access roads to join the A14.
- **Equestrians** – four comments were in relation to equestrians in regard to access and new/improved routes.
- **Access to 1307** – one respondent highlighted that congestion on the A1307 to Cambridge is an issue that will not be resolved by constructing a bypass to the north of St Ives.
- **Reduce need to travel** – one respondent identified that alternative options should be considered rather than constructing a bypass to reduce congestion in the St Ives area.
- **Multi Modal** – one respondent commented on the need for a multi modal approach to the current transport related issues in St Ives.
- **CAM** – one respondent commented on the inclusion of the Cambridge Autonomous Metro (CAM) within the planning for this scheme.
- **Covid-19 Impact** – one respondent commented on drivers moving Covid 19 barriers that have been placed on Station Road. This forced pedestrians to pass each other on the narrow path.

4. Stakeholder Engagement

CPCA and Atkins held a Members meeting on Friday 11th June 2021, prior to the engagement period, to present the six options. Members were encouraged to provide feedback via the online form or alternatively via the St Ives engagement email address.

The meeting included an overview of the scheme aims and objectives and set out the initial option concepts for consideration. Members were then invited to comment on the options presented and encouraged to respond to the online engagement survey and / or submit responses to the project team via the St Ives email address. Several responses were received, including three physical questionnaire responses.

In general, responses were consistent in that they did not think a bypass on its own would solve the problem at all or entirely. It should be noted that most comments stated that constructing a bypass (option 1, 2 or 3) would only have a positive impact on the transport network if considered in conjunction with the other options (4, 5 or 6). Most responses favoured bypass option 1 in conjunction with sustainable transport measures 5 and 6. However, it should be noted that some responses were sceptical as to whether a bypass, be that option 1, 2, or 3, would improve current transport issues or increase them. Instead respondents suggested there should be greater emphasis on assisting active transport mode users to encourage more people to use non-motorised modes of transport, thus reducing the need for a new bypass due to a reduction in motorised traffic on the roads.

5. Summary and Next Steps

5.1. Summary

A public and stakeholder engagement programme was run between the 14th June and the 5th July 2021 to gauge initial opinion on the six option concepts for the St Ives Transport Study and to understand the issues that are important to those who live, work and travel within the study area. An online brochure and survey (hard copy available by request) was used to capture responses from the public.

A Members meeting was held on the 11th June 2021 to introduce option concepts to stakeholders and to encourage them to feedback to the project team via survey and email.

Survey respondents felt most strongly about issues related to congestion, active travel and the subsequent environmental impacts. The majority of respondents were in agreement with the need to reduce road traffic, encouraging a mode shift towards active travel. In doing so, respondents commented on the need to create better connected active and public travel infrastructure, improve safety and reduce the speed of vehicles.

In terms of options, respondents most favoured a combination of bypass options and sustainable travel options. The most favourable bypass option was option 1, the offline bypass from the A141 to the A1123, in conjunction with a local junction improvement package. However, respondents also showed preference towards option 5, the sustainable travel package and option 6, the non-motorised user package.

It is important to note that most comments stated that constructing a bypass alone (option 1, 2 or 3) would not solve the problem entirely without considering the other options (option 4, 5 or 6).

5.2. Next Steps

The findings from this engagement programme will feed into further option assessment and development as the study progresses. The outcomes of the engagement undertaken at this stage of the study will be used to inform the Option Assessment Report (OAR) and therefore the development of Options to be taken forward to SOBC.

Further engagement and formal consultation will take place as the study progresses.

Appendices



Appendix A. Survey Template

Your St Ives

Feedback Form

Thank you for taking the time to fill out this form.
The consultation starts 14th June and ends 5th July 5:00pm.

If you'd prefer your comments to be anonymous, please just let us have your postcode (first five digits), so that we can understand where you live in relation to the scheme.

Name & Surname:

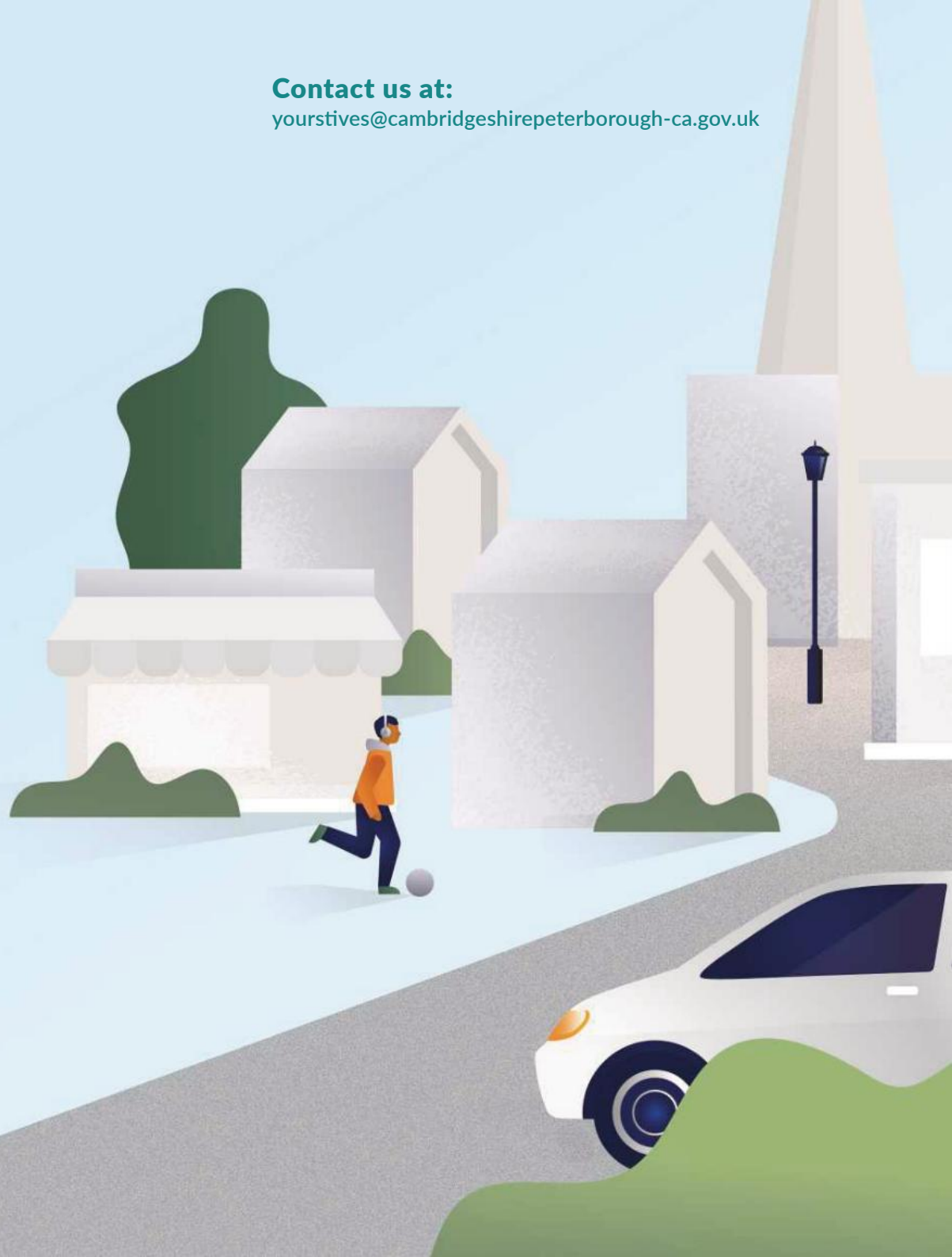
Address:

Postcode:

Email Address:

If you are responding on behalf of an organisation,
please provide the name below:

#YourStIves



Have Your Say!

Section 1: The current St Ives Transport Network

1. Which issues around St Ives are you most concerned about?

	Strongly Agree	Agree	Disagree	Strongly Disagree
Improve air quality	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce traffic congestion	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase road safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Keep lorries away from residential areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Speed up journey times	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

2. Which issues do you think are a problem in your residential street or village?

	Strongly Agree	Agree	Disagree	Strongly Disagree
Commuters using road as a 'rat run'	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Heavy lorries and vans taking a short cut	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Vehicles speeding	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic noise	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Traffic fumes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Heavy traffic	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Difficulty crossing road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

3. How do you normally travel in your local neighbourhood?

Walking	<input type="radio"/>	Car/van (as driver)	<input type="radio"/>
Bicycle or e-bike	<input type="radio"/>	Car/van (as passenger)	<input type="radio"/>
Bus, minibus or coach	<input type="radio"/>	Taxi/minicab	<input type="radio"/>
Motorcycle or moped	<input type="radio"/>	Other	<input type="radio"/>
Lorry	<input type="radio"/>		

4. What is your special interest in the road network around Huntingdon and St Ives? Please tick all that apply:

Resident of St Ives, Houghton, Needingworth, etc.	<input type="radio"/>	Bus or coach driver	<input type="radio"/>
Resident and local business owner	<input type="radio"/>	Commuter by bike	<input type="radio"/>
Local business owner	<input type="radio"/>	Commuter by foot	<input type="radio"/>
Freight delivery to the area	<input type="radio"/>	Commuter by motorbike, moped or scooter	<input type="radio"/>
Commercial 'through' driver	<input type="radio"/>	Leisure cyclist	<input type="radio"/>
Commuter by car	<input type="radio"/>	Leisure walker	<input type="radio"/>
Taxi or minicab driver	<input type="radio"/>	Other	<input type="radio"/>

Section 2: Future St Ives Transport Network

5. Do you agree there is a need to reduce road traffic (cars, lorries, vans) in St Ives?

Strongly Agree	Agree	Don't Know	Disagree	Strongly Disagree
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



6. To what extent do you agree there is a need to make travel by public transport easier in St Ives (bus, coach, taxi or minibus)?

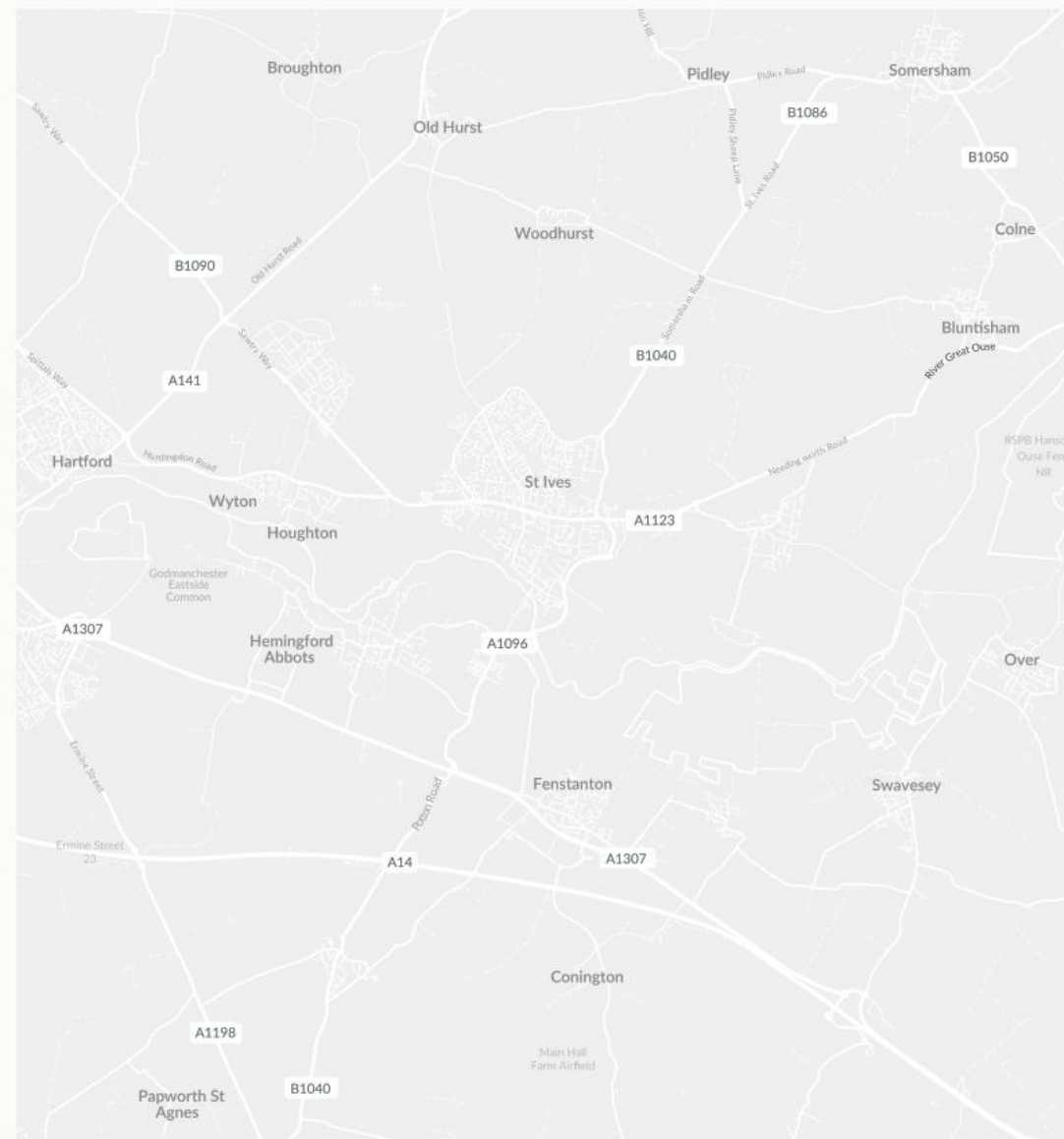
	Strongly Agree	Agree	Disagree	Strongly Disagree
Dedicated bus and coach lane	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Dedicated minibus/taxi/minicab lane	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

7. To what extent do you agree there is a need to allocate road space for non-motorised users (walkers, cyclists and horse riders)?

	Strongly Agree	Agree	Disagree	Strongly Disagree
More dedicated walking space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More dedicated cycling space	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
More dedicated bridle paths	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

8. What matters to you in the future development of your local transport network?

	Not Important	Very Important	Not Applicable
Address congestion and delay on existing road network within St Ives	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reduce journey times on local routes caused by hold-ups	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Create better connected public transport	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safeguard residential streets and villages and from 'rat-runs'	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cut carbon emissions from traffic jams	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improve road safety	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase travel options for local people	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ensure local transport keeps your area linked into growth opportunity – jobs, homes, investment	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>



9. What improvements would you like to see in the local area to encourage wider active travel. You can also draw a maximum of 5 X's on the map/draw a pin on the map to highlight where you would like these to be considered further.

Section 3: What is your view of the options presented for St Ives?

10. What is your preferred option? Please rank the options highest to lowest (1-6):

Option 1 – Offline Bypass from the A141 around the north of St Ives to the A1123 to the east of St Ives.

Option 2 – Offline bypass from the A141 around the north of St Ives, connecting to an upgraded Marley Road.

Option 3 - Offline Bypass from the A141 around the north of St Ives, connecting to an upgraded Marley Road. From the B1040, an offline link would be provided to connect the B1040 to the A1123.

Option 4 – Local Junction Improvement Package:

- Signal improvements at A1123/Hill Rise/High Leys junction and the A1123 Ramsey Rd junction
- Access restrictions in form of 'no-right-turn' restriction on vehicles turning into Needingworth Rd from the A1123 west.
- Access restrictions on the Meadow Lane approach to the A1096 roundabout to restrict vehicles entering the roundabout from this arm at peak times. Access would remain for vehicles accessing the Cattle Market Car Park.
- Geometric improvements at the A1096/Low Road roundabout, the A1096/Meadow Lane roundabout, the A1123/B1040 roundabout and the A1123/A1096 roundabout.
- Speed reduction measures on the A1123.

Option 5 – Sustainable Travel Package:

- Junction priority changes to help with the movement of buses through St Ives Town Centre.
- A bus gate between the A1123/B1040 roundabout and the A1123/A1096 roundabout.
- Work with bus operators to improve and extend the CGB services and coordinate with work on the CAM.
- Measures to improve accessibility of bus stops, and to reduce the delay experienced by buses in St Ives town centre by rationalising on-street parking.



Option 6 – Non-Motorised User Package:

- A variety of routes between St Ives and Huntingdon including via The Thicket, the old railway line, the Hemingfords and along the A1123.
- Connection and upgrade of the Hill Rise footway to the B1040 via Marley Road and to the east of the B1040 to the proposed Gifford's Farm development.
- Localised improvements to the network to the north of the A1123.
- Improvements to Low Road to connect through to Fenstanton to the new NMU route alongside the A1307.

11. Which combination of the option elements would you prefer to see considered further? Please choose a maximum of five combinations from the options below.

Option 1&4

Option 1&5

Option 1&6

Option 2&4

Option 2&5

Option 2&6

Option 3&4

Option 3&5

Option 3&6

Option 4&5

Option 4&6

Option 5&6

Section 4: Do you have any other comments that haven't been captured?

12. If you wish to submit additional comments please use the comment box below/a supplementary piece of paper and submit with this form.

Appendix B. Leaflet

Your St Ives, Your Say

#YourStIves





**This Public Engagement
closes on the 5th July at 5pm.**

Hello and Welcome to our St Ives “Have Your Say!” survey.

We at the combined authority want to make your road network safer and better. Whether you are a pedestrian, a cyclist, bus passenger, an equestrian, or indeed, a motorist. But we don't want to decide anything until the people who live in St Ives community have told us how you want the network improved. And importantly, where?

We all know the roads around St Ives are congested at peak times. They link people into a community and give us a freedom to travel and access to the jobs, services and the recreation that makes our lives tick. But they can also be dangerous, get horribly congested and be noisy and polluting to the communities nearby.

So please do look through the options and tell us which you think will be the best for St Ives and indeed, why? Your local knowledge, your friend's and your neighbours knowledge will all add up to show how we can work together to create this safer and better road network for all the users.

Thank you

Dr. Nik Johnson,
Mayor of Cambridgeshire & Peterborough

Introduction

Why does the St Ives transport network matter?

The St Ives transport network is not just vital for the market town of St Ives and its surrounding villages, but it also has strategic importance to the region and its future growth. Through St Ives the A1123 is a key east-west link, especially during peak times. To the west, it connects St Ives with Huntingdon and RAF Wyton via the B1090 and the A141 corridor which joins the A14 and A1 strategic road networks.

To the east, the A1123 links to Earith and local quarries. To the south of St Ives, the A1096 (Harrison Way/London Road) also connects to the A14 via the A1307.

The St Ives network and the A141 corridor are interlinked therefore any improvements must be 'joined up' to achieve the best results. Traffic conditions on either network can directly influence the volume and flow of traffic travelling through the neighbouring network.

What is the problem?

The St Ives road network plays a key role but can get severely congested, particularly during peak times. The A1123 and A1096 are congestion hotspots, especially in the morning and evening rush hour. Morning rush hour congestion along North Road, East Street and The Quadrant towards Harrison Way can delay buses by over 20 minutes. There are pinch points in North Road, East Street and Station Road because narrow carriageways and street parking prevent buses passing other vehicles.

Thousands use the St Ives road network to commute to school and work etc. The rise in heavy good vehicles, vans, and agricultural vehicles using the roads also adds to the increasing congestion around St Ives. Car ownership is high in St Ives with over two-thirds of residents getting to work by a vehicle.

The Cambridgeshire Guided Busway runs between St Ives Park and Ride and Cambridge with services continuing throughout Huntingdonshire. Two National Cycle Routes, which are mostly traffic-free, run through St Ives and converge near Huntingdon Train Station. However, the cycling infrastructure and footpaths within St Ives are patchy, badly signed, and poorly maintained. They do not connect up as well as they could to encourage active travel, benefit health and provide environment benefits.



Current Challenges



Peak time congestion



Unreliable journey
times



Lack of safe, joined-up
cycle or walking routes



Rat-running through
St Ives



Lack of active travel
options



Noise quality issues due
to congestion



Public transport
hampered



Environmental Considerations

The River Great Ouse is a dominant feature in St Ives, with floodplain grassland, woodland and hedges scattered through the area. Many of the main roads such as the A1096 and A1123 are lined by trees.

There is one international designated site of Conservation Importance and four designated sites of nature conservation importance (SSSIs).

The A1123 corridor (Houghton Hill Road, Houghton Road and St Audrey Lane) and the A1096 corridor (Harrison Way and London Road) are major traffic noise corridors identified as priority areas for reducing traffic noise levels.



The Way Forward

Doing nothing is not an option

Increasing growth across Huntingdonshire makes it urgent to develop a better transport network for those who live and travel within the St Ives area. The Combined Authority is already working on plans to improve the A141 around Huntingdon – and now we must improve the St Ives transport network too.

The goal is to make a network that respects the heritage and environment but can also sustain growth for St Ives long into the future. It should address health and wellbeing, active travel, greener transport, carbon-reduction and the transport needs of those who live and work in the town.

So, an improvement scheme to tackle road congestion around St Ives is going to happen – but the actual option has yet to be decided. That is where your local knowledge comes in. The Combined Authority and partners will use your insights to help decide the best way forward for the St Ives study.

Options 1 to 3 would provide a strategic intervention (an offline bypass around the north of St Ives). Options 4 to 6 would provide more local improvements, including to local junctions, sustainable travel and non-motorised users.



The Options

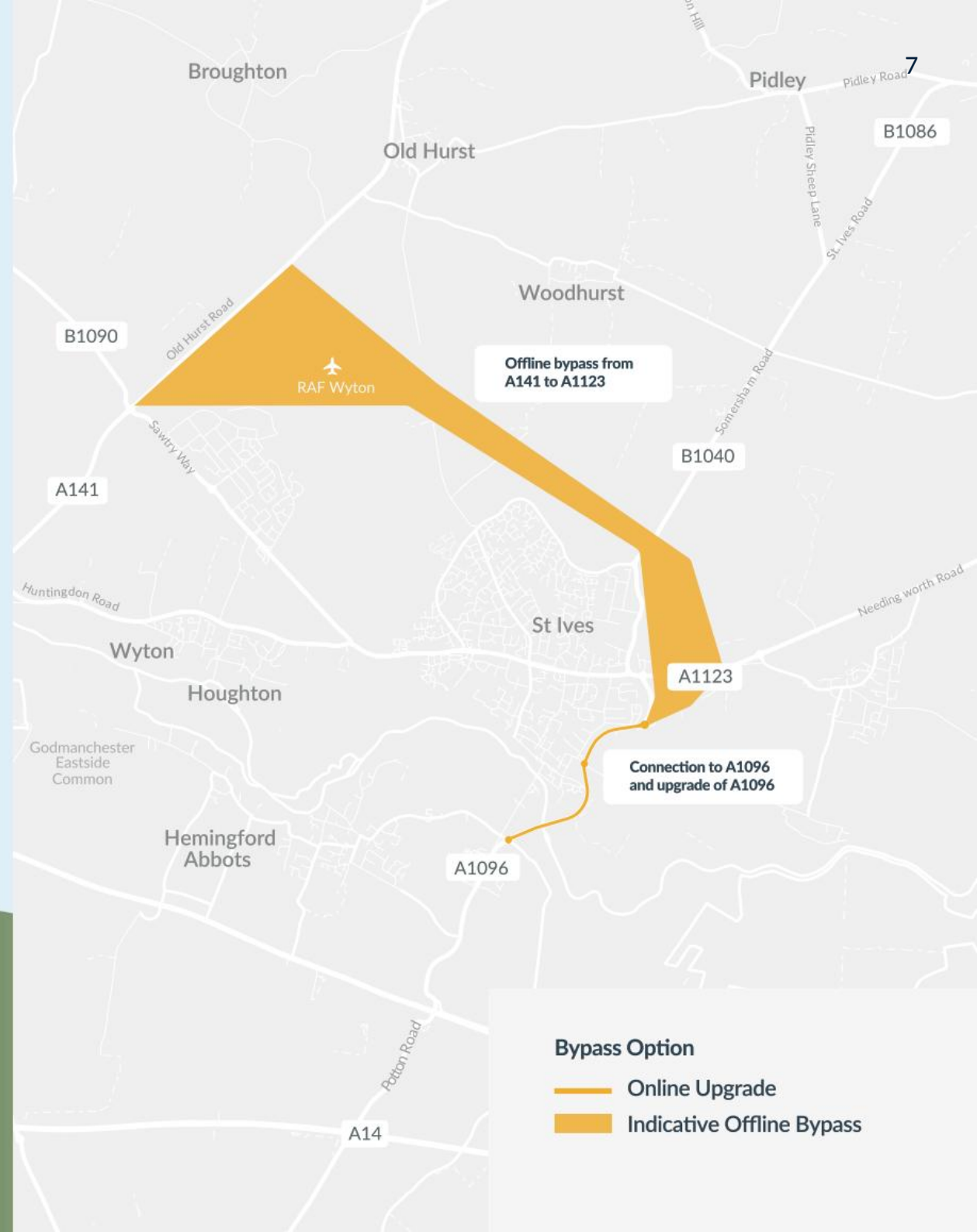
Option 1

Bypass Option

This option consists of an offline bypass from the A141, around the north of St Ives, to the A1123 to the east of St Ives.

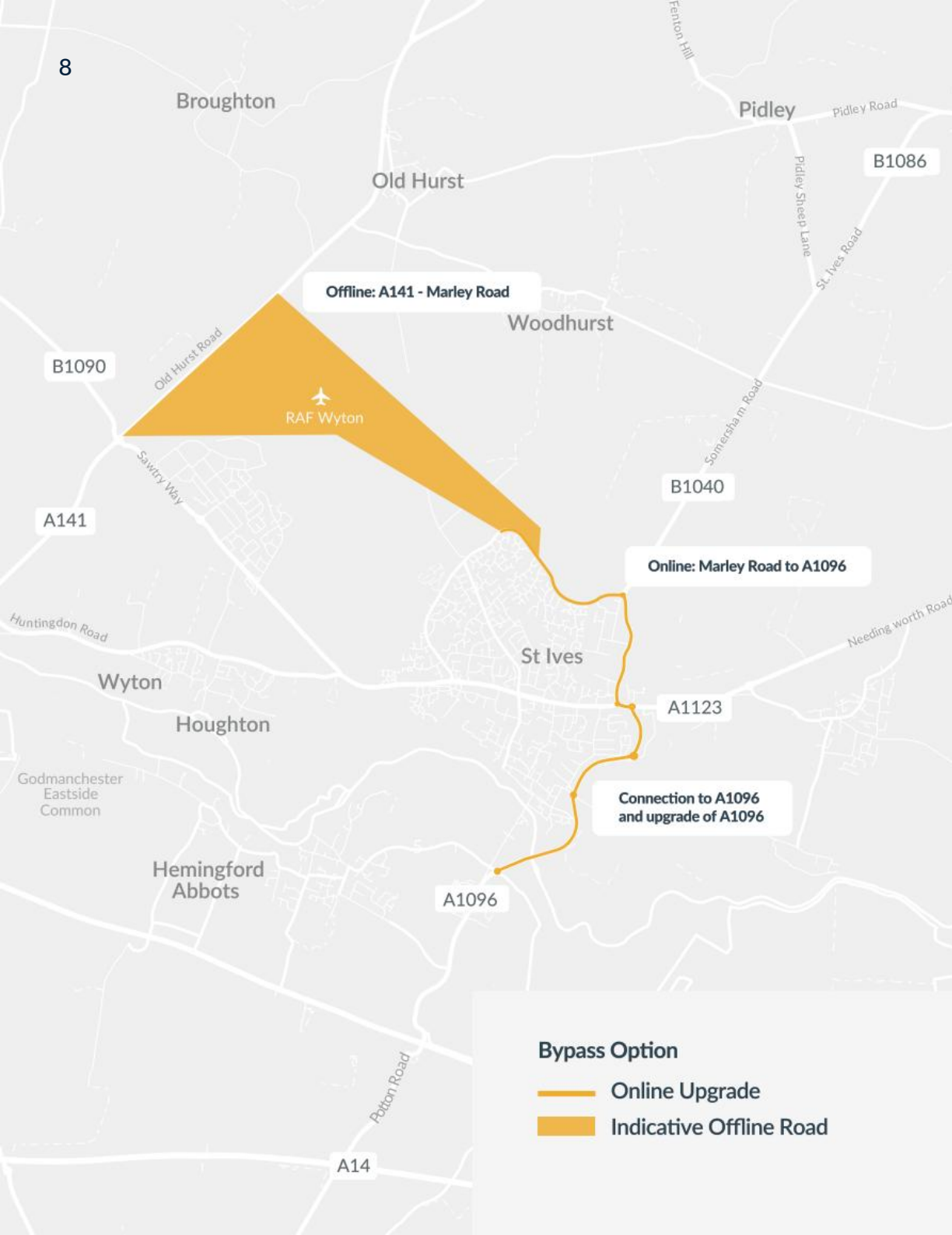
A new connection would be made between the A1123 and the A1096. The A1096 would be upgraded including its junction with Low Road.

Bypass alignments are indicative and would avoid existing properties.



Bypass Option

- Online Upgrade
- Indicative Offline Bypass



Option 2

Bypass Option

This option consists of an offline bypass from the A141, around the north of St Ives, which connects with an upgraded Marley Road.

Online upgrades in the form of junction and capacity improvements would be made to the B1040, A1123 and A1096 including the Low Road junction.

Bypass alignments are indicative and would avoid existing properties.

Option 3

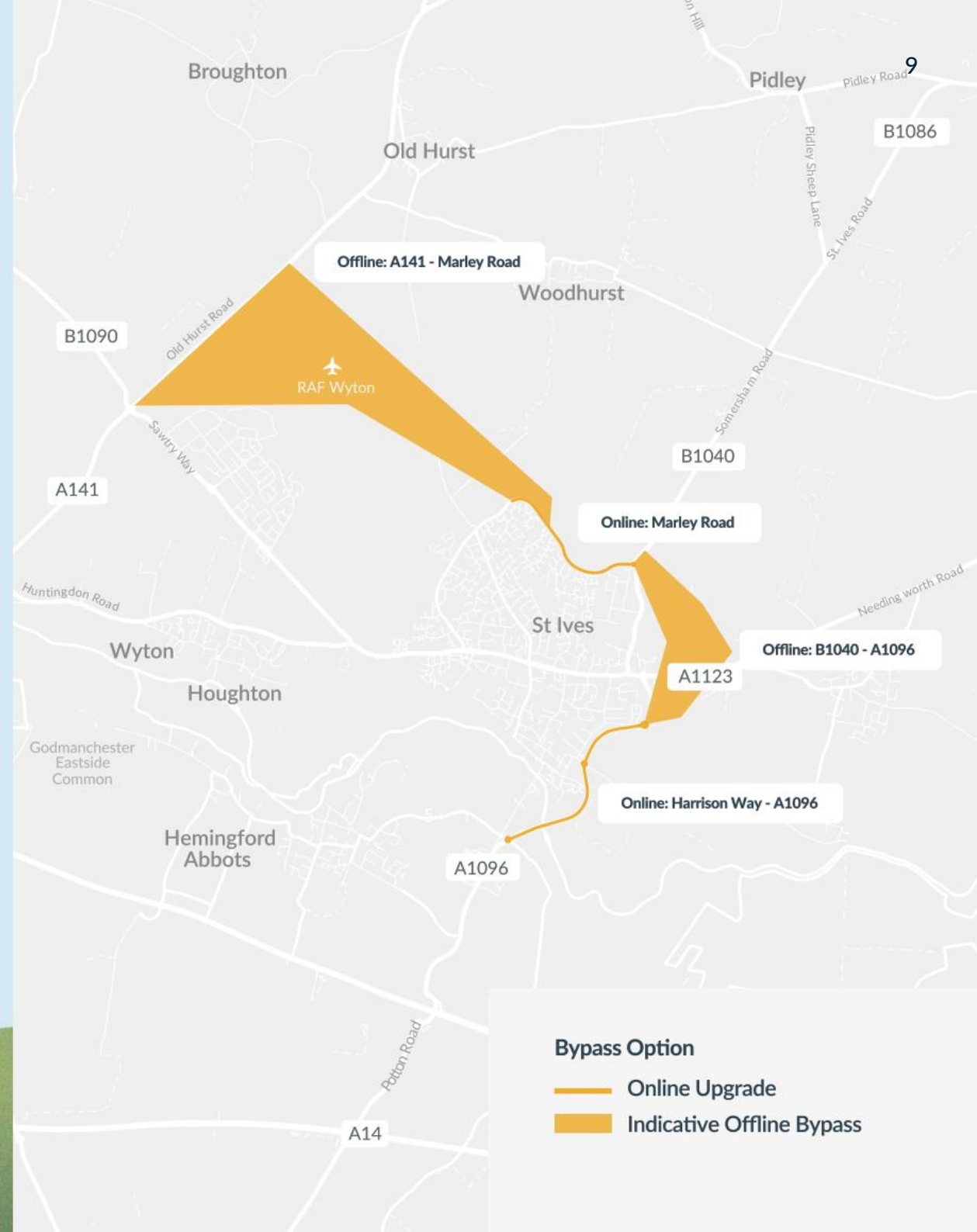
Bypass Option

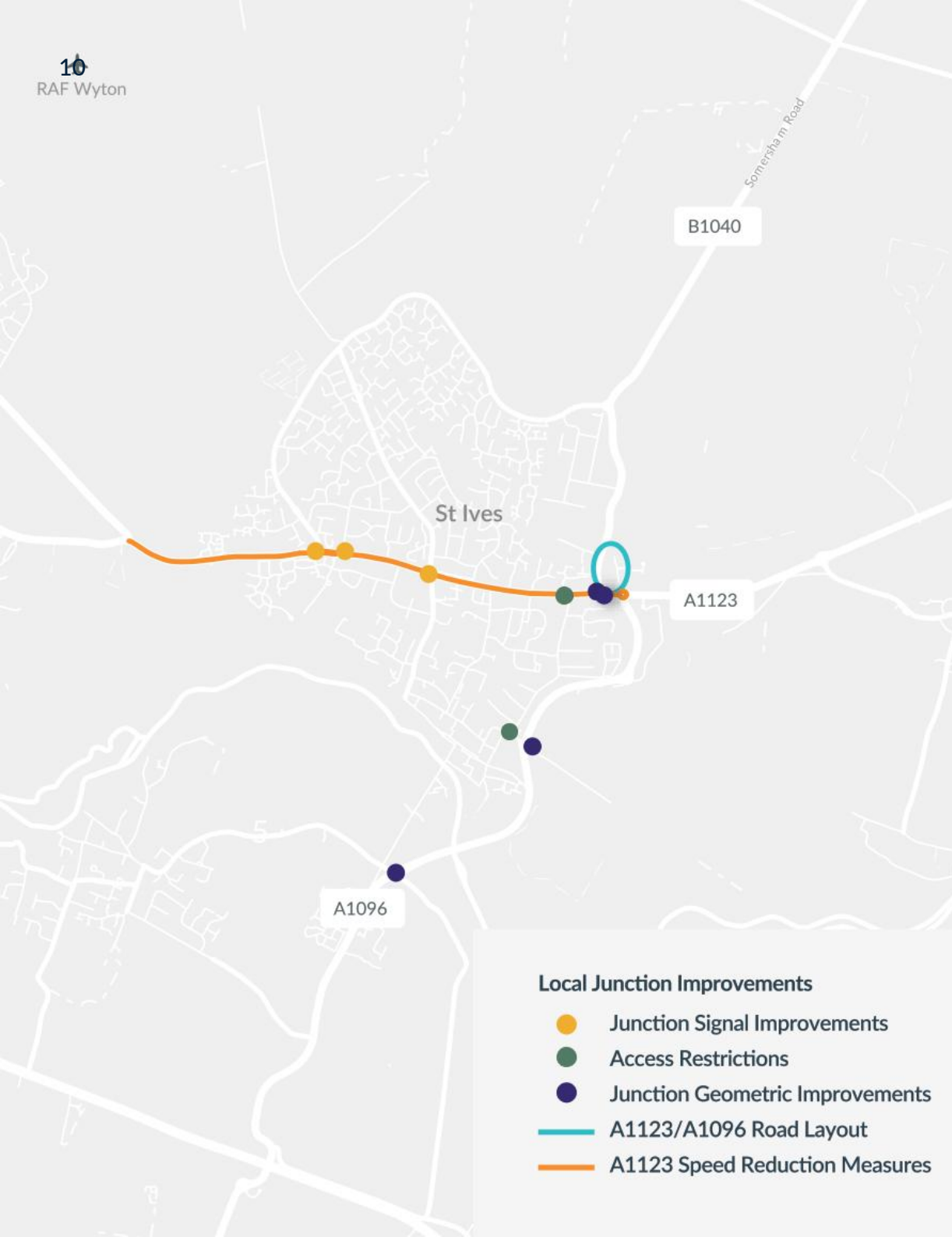
This option consists of an offline bypass from the A141, around the north of St Ives, which connects with an upgraded Marley Road.

From the B1040 an offline link would be provided to connect the B1040 with the A1123.

A new connection would be made between the A1123 and the A1096, and the A1096 upgraded including the Low Road junction.

Bypass alignments are indicative and would avoid existing properties.





Option 4

Local Junction Improvements

- To help improve traffic flow on the A1123, **signal improvements** would be made to the A1123/Hill Rise/High Leys junction and the A1123 Ramsey Road junction where possible.
- To help reduce rat-running, **access restrictions** in the form of a 'no-right turn' restriction on vehicles turning into Needingworth Road from the A1123 west would be considered.
- To help reduce rat-running, **access restrictions** would also be considered on the Meadow Lane approach to the A1096 roundabout to restrict vehicles entering the roundabout at this arm during peak times. Access would remain for vehicles accessing the Cattle Market Car Park.
- **Geometric improvements** would be considered to assist the movements of vehicles and increase capacity at the A1096/Low Road roundabout, the A1096/Meadow Lane roundabout, the A1123/B1040 roundabout and the A1123/A1096 roundabout.
- A **larger scale road layout change** would be considered at the A1123/B1040 roundabout and the A1123/A1096 roundabout to help traffic flow in this area. This could consist of a one-way or two-way circular connection via the B1040/A1123/Compass Point.
- **Speed reduction measures** on A1123 would be considered to help reduce the speeds of vehicles along this corridor. Measures could include public realm enhancements, narrowing of carriageway, installation of sustainable travel measures to make this section of the A1123 more representative of the 30mph speed limit.

Option 5

Sustainable Travel

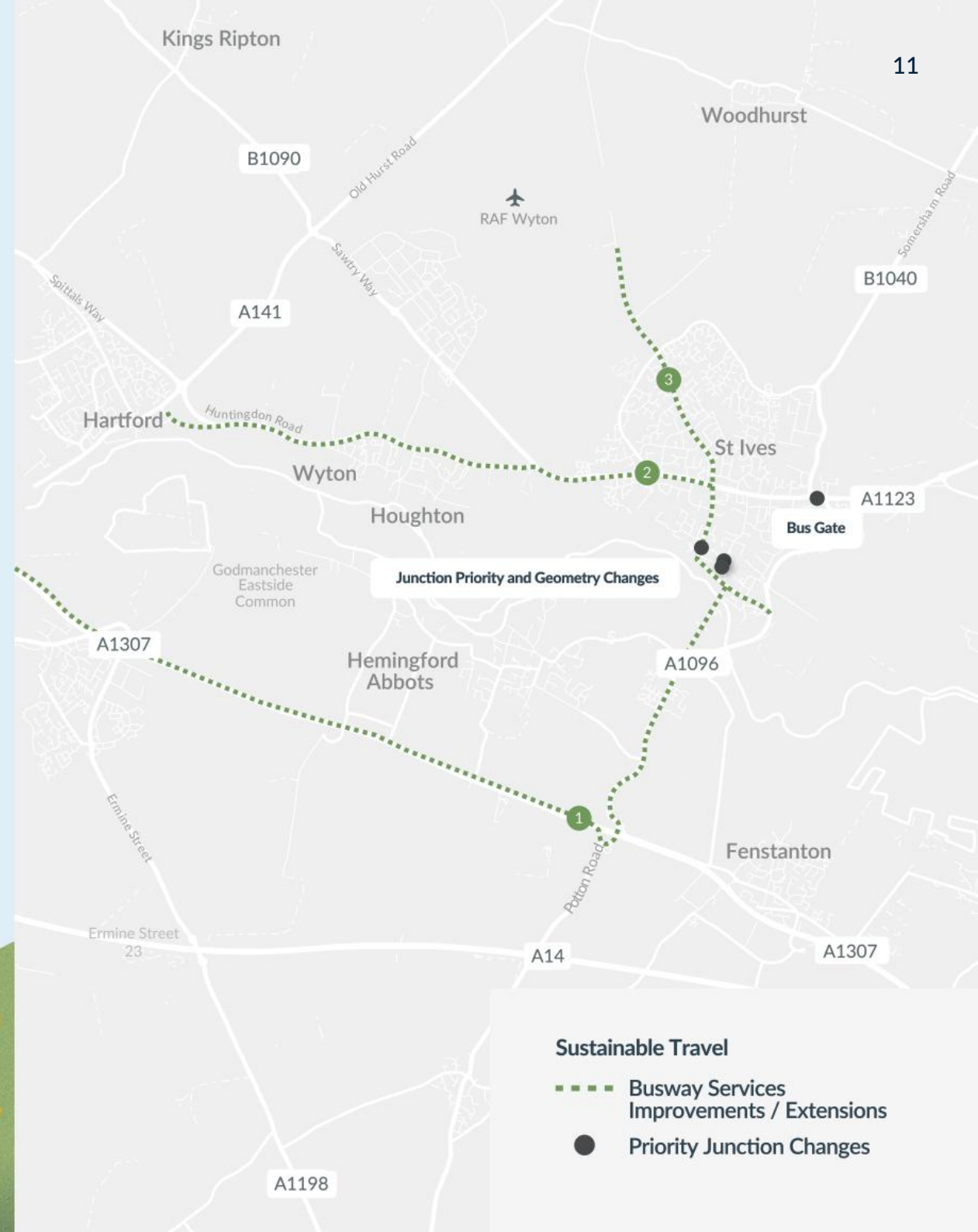
Under option 5, **junction priority changes** would be made at the Ramsey Road/North Road, North Road/Broad Leas and Globe Place/West Street/East Street junctions to help with the movement of buses through St Ives Town Centre.

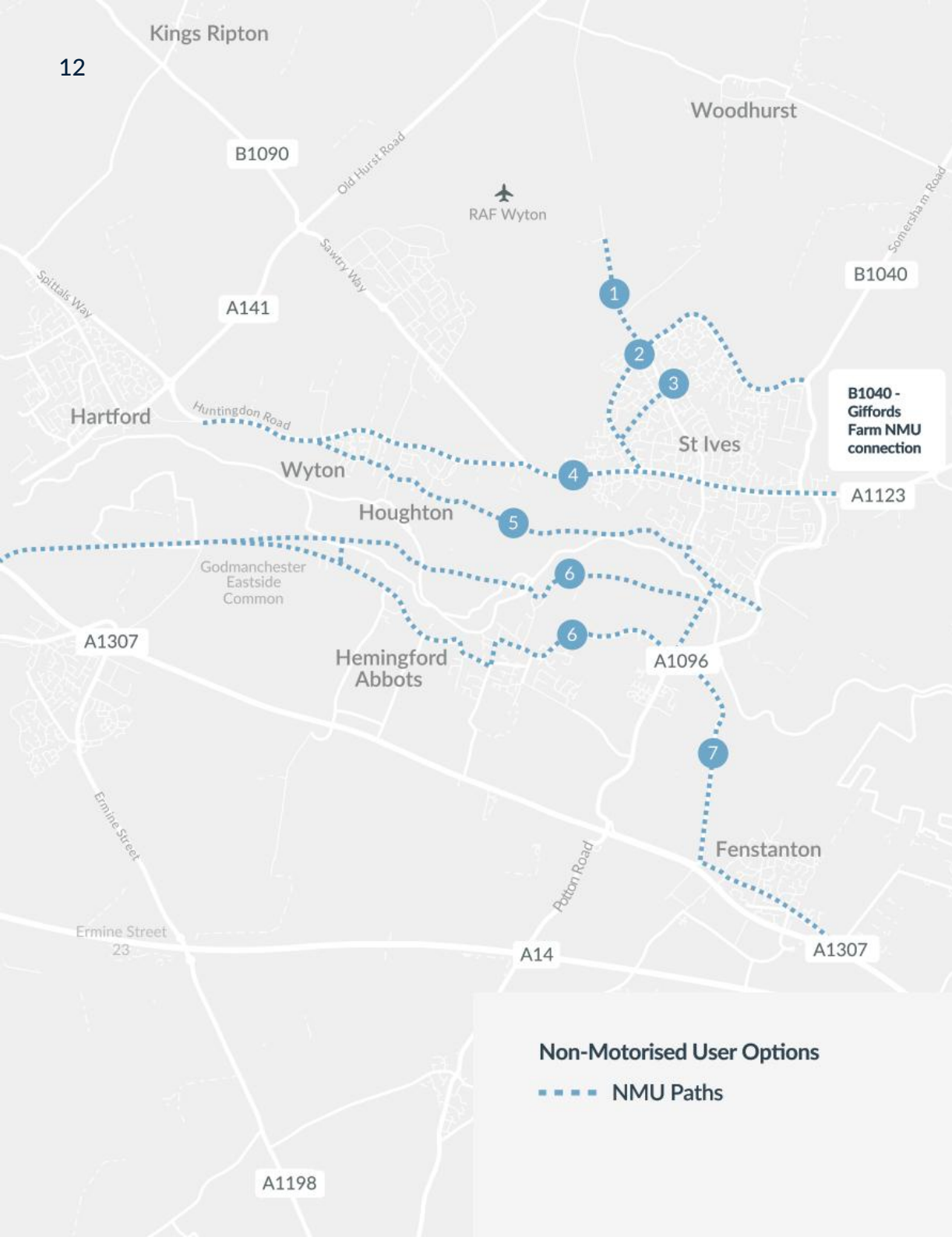
A bus gate between the A1123/B1040 roundabout and the A1123/A1096 roundabout would be considered alongside other measures to improve traffic flow and pedestrian and cycle connectivity in this area.

This option would include options to work with bus operators to **improve and extend the existing Cambridgeshire Guided Bus services** and coordinate with work on the future public transport schemes including:

- 1 Along the A1096 and A1307 into Huntingdon Town Centre.
- 2 Along the A1123, as with current services, but with additional bus priority where possible.
- 3 Along Ramsey Road and Old Ramsey Road to connect to potential new development at RAF Wyton, Warboys and Chatteris.

Option 5 also includes measures identified through previous Study work to improve **accessibility of bus stops**, and to reduce the delay experienced by buses in St Ives town centre by **rationalising on-street parking**.





Option 6

Non-Motorised User Options

Option 6 includes a variety of options aimed at improving infrastructure provision, safety and route choice for pedestrians, cyclists and equestrians. Specific route considerations include:

- 1 Reconnecting Old Ramsey Road and St Ives Road between Old Hurst and St Ives to provide an off-road connection from north of St Ives.
- 2 Connection and upgrade of the Hill Rise footway to the B1040 via Marley Way to connect leisure uses off Hill Rise and also provide a connection to the Nuffield Road industrial estate and to the east of the B1040 to the proposed Gifford's Farm development.
- 3 Localised improvements to the network to the north of the A1123 to improve safety and perceptions of safety, connect existing route and provide new routes along desire lines.
- 4 Improvements to the consistency of NMU route along the A1123 through St Ives and between St Ives and Huntingdon.
- 5 An upgrade of The Thicket between St Ives town centre and Houghton, on-road improvements through Houghton and Wyton and improved off-road provision between Huntingdon Road, Wyton, and Old Houghton Road, Huntingdon.

- 6 A connection from London Road, south of the River, along the route of the old railway line, to The Avenue, between Godmanchester and Huntingdon. An alternative route has been identified should this not be feasible, via Hemingford Gray and Hemingford Abbots.
- 7 Improvements to Low Road to make the route more friendly for pedestrians, cyclists and equestrians to connect through Fenstanton to the new NMU route alongside the A1307 into Cambridge.

Other considerations for improvements to NMU provision across St Ives include:

- Measures identified through previous Study work to improve wayfinding.
- Ensuring that new developments are fully integrated into the existing NMU network.
- Provision of cycle facilities at transport hubs including St Ives Bus Station and St Ives Park and Ride.
- Junction improvements to improve safety for NMU users.
- Bike / e-bike hire / e-scooter hire.



The Goals

Wider policies aim to:

- Support economic growth in St Ives by delivering a transport network that works better for people, reduces existing congestion, improves journey times and boosts network capacity for all types of road user.
- Attract investment and well-paid employment to St Ives.
- Improve access around St Ives to/from road and rail networks and to/from London for business, leisure, and tourism.
- Extend the success of Greater Cambridge across the region.
- Improve capacity, reliability, and speed for public transport.
- Create better opportunity for active travel
 - cycling, walking, riding.
- Maintain traffic at or below 2018 levels.
- Cut vehicle mileage.
- Help reduce emissions to 'net zero' by 2050, to lessen the impact of transport and travel on climate change.

St Ives improvements aim to:

- Ensure sufficient highway capacity to accommodate transport demand on the corridor from new growth sites in the region.
- Improve movement for public transport.
- Improve connectivity and quality for walking and cycling by:
 - Incorporating appropriate provision within the scheme.
 - Enabling existing roads to support these modes.
- Address current congestion and delay, cutting journey times and improving reliability.
- Reduce 'rat-running' through St Ives town centre.



Countdown

Spring 2021

Launch a public engagement and analyse the engagement responses. Undertake additional technical work.

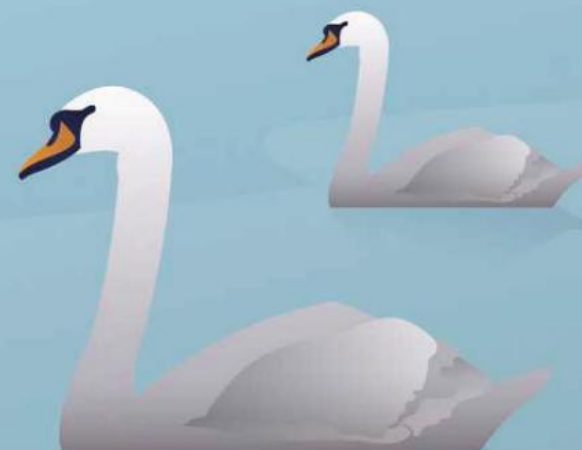
Autumn 2021

Report on the findings within a Business Case and options selected to the Combined Authority Board.

Any decision being made being dependent on the results of the Engagement exercise.

Winter 2021

Commitment for funding to commence the Outline Business Case preliminary design. Further discussions to be held with the Department for Transport to discuss next stages.



Have Your Say!

Your St Ives, Your Say

The engagement starts 14th June
and ends 5th July 5:00pm.

Your opinion will shape the all-important decision on how and where we should improve the St Ives transport network. Please now consider the options and tell us which you prefer.

GPDR Statement: The Cambridgeshire and Peterborough Combined Authority is a controller for the purposes of the Data Protection Act 2018. We collect, process and store a wide range of information, including personal information to deliver our services efficiently. We are responsible for managing the information that we hold and recognise that this information is important to you. We take our responsibilities seriously and use personal information fairly, correctly and safely in line with the UK's data protection laws. Anyone who receives information from us is also under a legal obligation to do the same and will have a set of data protection clauses included in any contract with us. Where we need to share sensitive or confidential information, we will do so only with consent, or where we are legally able to do so.

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