

# Feasibility study

Ely to Little Downham

21 June 2022



# About Sustrans

Sustrans is the charity making it easier for people to walk and cycle. We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute. Join us on our journey. [www.sustrans.org.uk](http://www.sustrans.org.uk).

Registered Charity No. 326550 (England and Wales) SC039263 (Scotland).

## Our vision

A society where the way we travel creates healthier places and happier lives for everyone.

## Our mission

We make it easier for people to walk and cycle.

## How we work

- **We make the case for walking and cycling** by using robust evidence and showing what can be done.
- **We provide solutions.** We capture imaginations with bold ideas that we can help make happen.
- **We're grounded in communities,** involving local people in the design, delivery and maintenance of solutions.

## What we do



## Contact us

To find out more, please contact ([nigel.brigham@sustrans.org.uk](mailto:nigel.brigham@sustrans.org.uk) )

Photos: Nigel Bringham/ Sustrans

Draft Rev 3. 26/05/22. Images p 25, 26 revised. Cover photo changed. Text amendment p24.

Rev 4. Ecology Report added. Route summary tables and RAG report updated. Route labelling corrected p 13-16.

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# Executive summary

This report looks at potential new walking and cycling routes between Ely and Little Downham.

East Cambridgeshire District Council are keen to provide better facilities for local residents and the expectation is that any new facility will form a re-aligned part of the National Cycle Network.

The report considers a number of alignments looking at using existing roads, rights of ways and new paths following natural boundaries such as field edges. All of the options involve the use of private land and detailed discussions are needed with numerous landowners before any alignment can be finalised.

The report looks in some detail at travel within Little Downham and Ely and identifies some major challenges for cycling in Ely itself.

None of the options is easy. There is also a strong case for significant changes within both Little Downham and Ely, including Ely Leisure Village.



Map showing the study area

# 1. Introduction

Sustrans has been asked to look at options for new walking and cycling routes between Ely and Little Downham, in East Cambridgeshire. This request has come from East Cambridgeshire District Council who are looking to improve local facilities and want to progress plans for routes, so that when funding becomes available they can bid for funding. The objective of the report is to identify the advantages and disadvantages of the various options, so that further consultation can be had with the local community, local employers and landowners to consider the best way forward.

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## 1.1 Background to the project

There is a well-established cycling culture in Cambridge and for a number of years there has been an aspiration to extend that to the Ely area. For many years there has been a path that runs alongside the B1411 between Little Downham and the A10 and forms part of the National Cycle Network, but the quality of route is poor and there is a lot of scope to improve the route. The legal status for cycling is also unclear and many cyclists will use the road in preference to the narrow path.

In addition to this, national policies have been giving high priority to walking and cycling, as well as offering the potential for major funding in future.

Sustrans has been reviewing the National Cycle Network and this review noted that the National Cycle Network is a local asset with incredible reach, connecting people and places across the UK and providing traffic-free spaces for everyone to enjoy.

The review identified that the Network is used by a broad range of people – walkers (for over half of journeys) and people on cycles, as well as joggers,

wheelchair users and horse riders – but there is a lot more we can do to make it safe and accessible for everyone. The Network's routes have great potential for improvement. The character and quality varies hugely, and whilst 54% of the Network is Good or Very Good, 46% is Poor or Very Poor.

The review included a vision for a UK-wide network of traffic-free paths for everyone, connecting cities, towns and countryside, loved by the communities they serve.

Whilst Ely and Little Downham are on the National Cycle Network an improved high quality link would raise the profile of the link and cycling locally.

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## 1.2 Purpose of the project

- To describe the current problems, obstacles and propensity to walk and cycle in the area.
- To identify at least one high quality route that can be delivered between Ely and Little Downham.
- To consider ways to improve links within all communities.
- To rank the route options in terms of benefits and costs and to consider ways to deliver improvements, including timetables and costings.

## 2. NCN principles

### 2.1 Why we have the NCN principles:

The National Cycle Network design principles set out key elements that make the Network distinctive and need to be considered during design of new and improved routes forming part of the Network.

Where the Network is not traffic-free it should either be on a quiet-way section of road or be fully separated from the carriageway.

For a National Cycle Network route on a quiet-way section of road traffic speed and flows should be sufficiently low with good visibility to comply with design guidance for comfortable sharing of the carriageway.

Signs and markings should highlight the Network.

### Principle 1:

#### Traffic-free or quiet-way

Where the Network is not “traffic-free” it should either be on a quiet-way section of road or be fully separated from the adjacent carriageway.

For a National Cycle Network route on a quiet-way section of road the traffic speed and flows should be sufficiently low enough to encourage cycling for all ages and abilities.

It should have good visibility to comply with design guidance to allow for comfortable sharing of the carriageway.

Signs and road markings should highlight the Network.



Figure 1: Safe crossing for all, helping continuity on traffic free routes

Photo: Sustrans

### Principle 2:

#### Wide enough to accommodate all users

Width of a route should be based on the level of anticipated usage, allowing for growth. A minimum width of 3m shall be delivered.

Where it is not possible to deliver this, all other avenues should be fully explored before path widths are reduced.

Physical separation between users should be considered where there is sufficient width and a higher potential for conflict between different users.

Structures should be designed to maximise movement space. A minimum path width between parapets of 4m shall be maintained.



Figure 2: At grade crossing of side road with separation for traffic, cyclists and pedestrians

Photo: Sustrans

### Principle 3:

#### Designed to minimise maintenance

A maintenance plan should be put in place during the development process.

Construction quality should be maximised to minimise future maintenance needs.

New planting should be kept well clear of the path.

Sufficient tree work should be undertaken as part of construction to minimise future issues.

Routes should be managed in a way that enhances biodiversity.



Figure 3: Easily maintained

Photo: Sustrans

## Principle 4:

### Signed clearly and consistently

Signage should be a mix of signs, surface markings and wayfinding measures.

Every junction or decision point should be signed.

Signage should be part of a network-wide signing strategy directing users to and from the route.

Signage should direct users of the Network to trip generators such as places of interest, hospitals, universities, colleges.

Signage should be used to increase route legibility and branding of routes.

Signage should help to reinforce responsible behaviour by all users.



Figure 4: Clear signing

Photo: Sustrans

## Principle 5:

### Smooth surface that is well drained.

Path surfaces should be suitable for all users, irrespective of age, ability or mobility needs.

Path surfaces should be maintained in a condition that is free of undulations, rutting and potholes.

Path surfaces should be free draining and verges finished to avoid water ponding at the edges of the path.

In, or close to, built-up areas a Network route should have a sealed surface to maximise the number of path users.

Figure 6: Smooth, tarmac surface, accessible for all non-motorised users

Photo: Sustrans



## Principle 6:

### Fully accessible to all legitimate users.

All routes should accommodate a cycle design vehicle 2.8 metres long x 1.2 metres wide.

Any barriers should have a clear width of 1.5 metres.

Gradients should be minimised and as gentle as possible.

The surface should be maintained in a condition that makes it passable by all users.



Figure 6a: Accessible for all (Photo: Sustrans)



Figure 6b: Corridors that provide continuity, that create short-cuts and are away from traffic, in attractive environments

Photo: Sustrans

## Principle 7:

### Feel like a safe place to be

Route alignments should avoid creating places that are enclosed or not overlooked.

Consideration should be given as to whether lighting should be provided.



Figure 7: Safe for all

Photo: Sustrans

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## Principle 8:

### Enable all users to cross roads safely.

Road crossings should be in accordance with current best practice guidance.

Approaches to road crossings should be designed to facilitate a slow approach speed to a crossing, have enough space for several users to wait safely.

Signalised road crossings should be designed to minimise the wait time for NCN users. Where possible advanced notification systems should be used.

All grade separated crossings should provide step-free access.



Figure 8: Safe crossing for all

(Photo: Fig 10.4 from LTN 1/20)

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## Principle 9:

### Be attractive and interesting

Network routes should be attractive places to be in and pass along.

Landscaping, planting, artwork and interpretation boards should be used to create interest.

Seating should be provided at regular intervals along a route.

Opportunities should be taken to enhance ecological features.



Figure 9: Attractive and interesting areas

Photo: Sustrans



### 3. Guidelines and Standards

The most relevant guidance is listed on the Sustrans website at <https://www.sustrans.org.uk/for-professionals/infrastructure>. Local Authority Guidance and policies are also relevant. Examples of relevant guidance are given in this chapter.

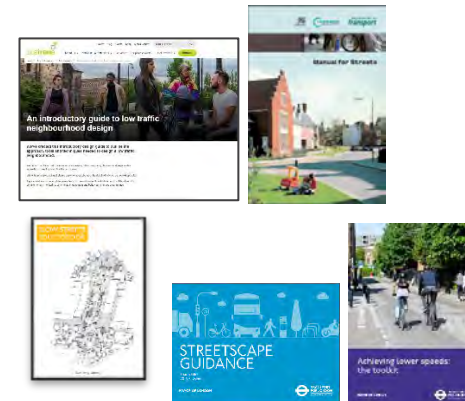
#### General guidance for England

- [Department for Transport LTN 1/20 Cycle Infrastructure Design](#)
- [Highways England CD 195 Designing for cycle traffic](#)
- [Department for Transport Local Transport Notes](#)
- [LCWIP Technical Guidance for Local Authorities \(DfT\)](#)



#### Low Traffic Neighbourhoods

- [Sustrans introductory guide to low-traffic neighbourhood design](#)
- [Manual for Streets](#)
- [Slow Streets Sourcebook \(Urban Design London\)](#)
- [Streetscape Guidance \(Transport for London\)](#)
- [Achieving lower speeds: the toolkit \(TfL\)](#)



#### Local Authority Guidance and Policies

As the Strategic Transport Authority for Cambridgeshire and Peterborough, the Combined Authority published the Local Transport Plan in January 2020. Following the election of a new Mayor the Combined Authority Board has agreed to revamp the plan. The current plan in reference to East Cambridgeshire includes the following:



3.136 New, high-quality infrastructure for pedestrians, cyclists and horse riders – such as high-quality cycleways in Ely and a segregated route to Soham – will also help to make active travel a safer and more attractive option for local journeys within and between our towns and villages. More journeys on foot and by bike will also help to alleviate traffic congestion and improve air quality, whilst allowing those without access to a car – such as teenage children – more independence and opportunity to travel. ...

The East Cambridgeshire Local Plan sets out future plans for the District and includes the following within section 2.4.1 Spatial Vision:

“ Better cycling and pedestrian facilities and links will be provided, including segregated cycle routes along key routes linking towns and villages.....

There will be better access to the countryside and green spaces for local communities which helps to improve people’s quality of life...”

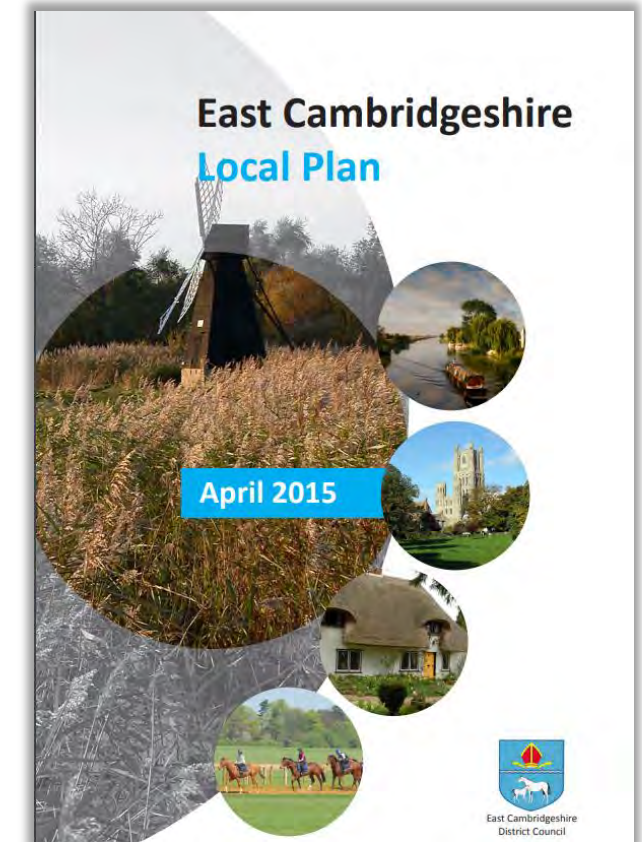
The Local Plan identifies one small area for potential housing in Little Downham and significant areas of potential development in Ely. The Ely allocation includes an area known as Ely 10, where the policy states:

**Policy ELY 10:**

*Leisure allocation, land at Downham Road*

*Approximately 7 hectares of land is allocated for sports and leisure uses on land at Downham Road, to include:*

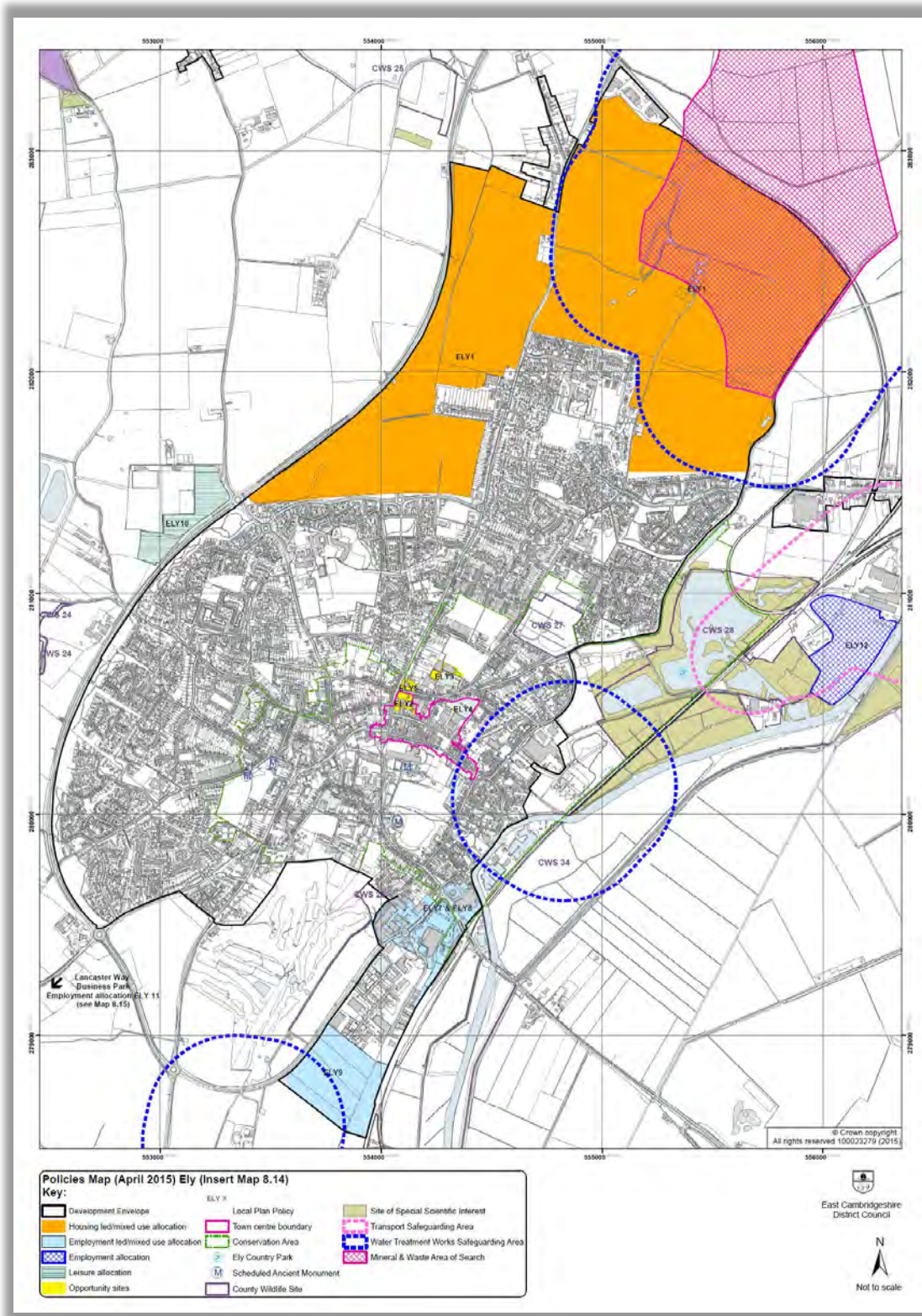
- *A district-wide leisure centre.*
- *A multiplex cinema with a minimum of 5 screens.*



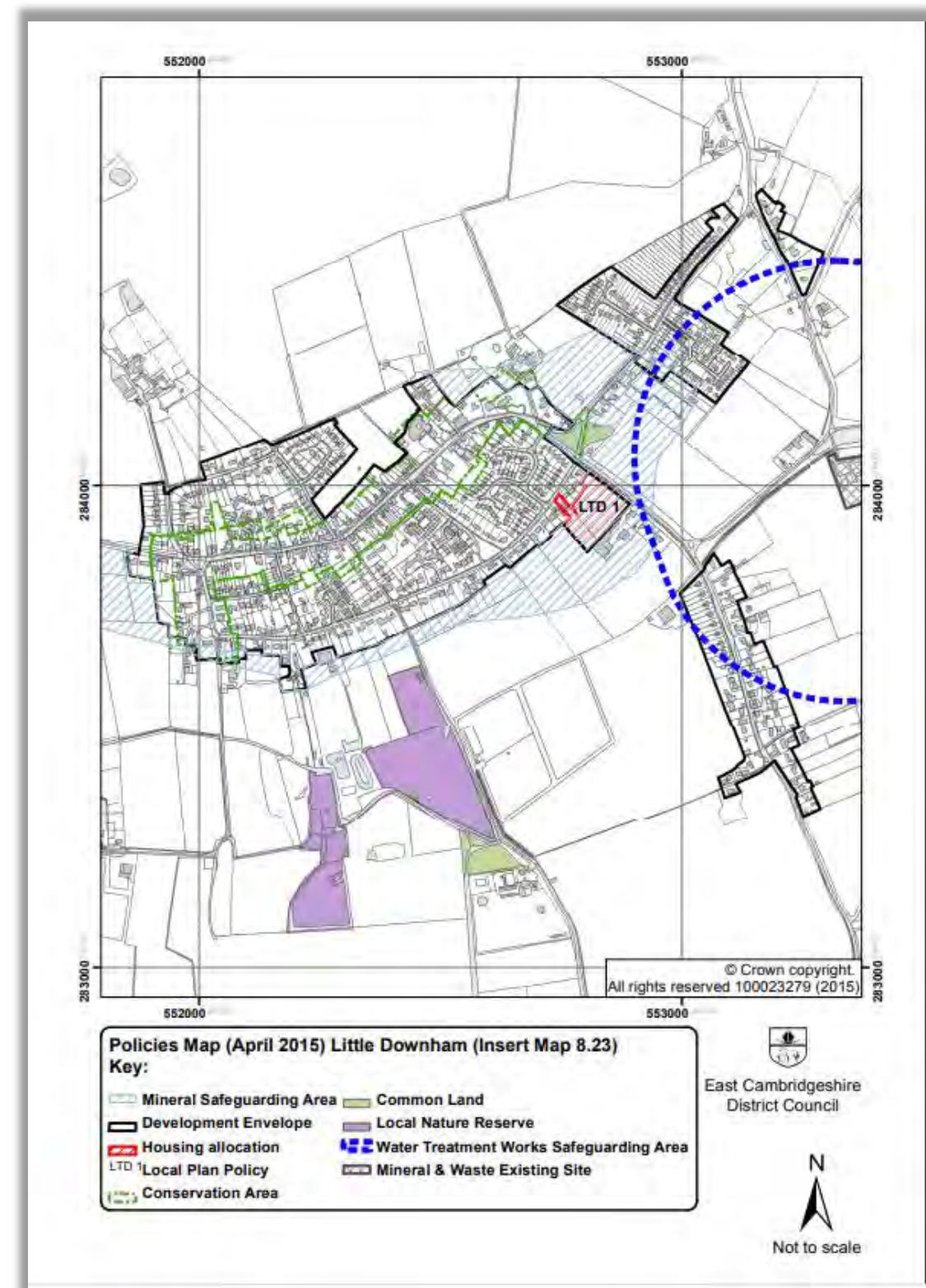
• *Complementary secondary uses such as cafés and restaurants, appropriate to the proposed role of the site as a district sports and leisure hub. Proposals will need to demonstrate that these uses will not harm the vitality or viability of Ely city centre. If the leisure centre needs to be re-sited to accommodate the proposed cinema, then a masterplan for the whole site will need to be prepared and submitted alongside a planning application. This should include the creation of strong transport links into Ely and beyond, to encourage users to travel by foot, cycle and public transport. Any application for development will need to demonstrate how the site could be safely accessed on foot and by cycle from the built-up area of Ely, and mitigates the A10 barrier.*

This area is now developed and there is an underpass under the A10 so is very significant for links between Little Downham and Ely.

Extracts from the Local Plan maps follow:



Extract from East Cambridgeshire District Council  
Policies Map for Ely 2015



Extract from East Cambridgeshire District Council  
Policies Map for Little Downham 2015

East Cambridgeshire District Council has produced a Cycling and Walking routes strategy which was informed by public consultation in 2020. It includes information on the responses and an analysis of all the options put forward, such as the many proposed cycle routes as shown below.



*Cycle Route options from East Cambridgeshire Cycling and Walking Routes Strategy,*

The report also shows clear interest and demand for a new route between Little Downham and Ely and is discussed in more detail in Chapter 7.

East Cambridgeshire District Council





## East Cambridgeshire Cycling and Walking Routes Strategy

### Introduction

East Cambridgeshire District Council (ECDC) is committed to improving the East Cambridgeshire strategic cycle/footpath network. Although it is not responsible for delivering cycling and walking infrastructure, the Council understands that it is essential that the appropriate infrastructure is in place to make cycling and walking an attractive and safe alternative to driving.

The Council recognises the health and wellbeing and environmental benefits of cycling and walking. In 2019, the Council passed a 'climate change motion', which declared a climate emergency and encourages modal shift away from vehicles towards cycling and walking which will help the Council to achieve its net zero carbon ambitions.

The District Council Corporate Plan 2021-2023 includes a promise to champion and improve the East Cambs strategic cycle/footpath network and a commitment to prioritise 5 cycle routes for feasibility exploration.

To inform this work a public consultation was held in 2020 asking people to identify new cycling and walking routes which the Council could prioritise to complete gaps in the network, especially those that will encourage more local walking and cycling journeys to access places of education, employment, health care, public transport and essential services.

A list of priority routes has been developed so that the Council has a set of schemes that are ready to submit when funding becomes available.

Via the consultation questionnaire, the Council also asked residents where they would like to walk or cycle to but cannot because the path is in disrepair, there is street clutter obstructing the footpaths or there is insufficient street lighting, or because there is not safe crossing point in the route.

Supporting infrastructure such as cycle parking, adequate signage and promotion of existing routes are also needed to encourage people to cycle and walk.

The Council recognises the importance of providing safe routes for equestrians in East Cambridgeshire. The strategy is focused on strategic not leisure uses. Horse riding is not considered to be a mode of transport used to access the places and services the Council has prioritised and so their provision is **not** included in this particular strategy.

The Active Travel Strategy for Cambridgeshire, being produced by Cambridgeshire County Council (CCC) will consider other means of travel that are not identified as active transport modes, such as e-scooters, mobility scooters and equestrians and the District Council will champion the inclusion of routes for equestrian use in that strategy.

*Introduction to East Cambridgeshire Cycling and Walking Routes Strategy*

## LTN 1/20 Cycle Infrastructure Design and its implications for design options.

The Government set out its ambitions to see a “step change in cycling and walking in coming years” in Gear Change – A bold vision for cycling and walking (Department for Transport, July 2020). The document sets out key design principles, which are the basis for the updated national guidance for highway authorities and designers, given in LTN1/20.

Although LTN 1/20 is issued as guidance its adoption will also be a condition for Government

funding of all local highways investment, as well as new cycle infrastructure.

*“It will be a condition of any future Government funding for new cycle infrastructure that it is designed in a way that is consistent with this national guidance.”*

*“The Department for Transport will also reserve the right to ask for appropriate funding to be returned for any schemes built in a way which is not consistent with the guidance. In short, schemes which do not follow this guidance will not be funded.”* (Extract from Foreword LTN1/20)

LTN 1/20 has therefore been taken as the starting point when considering design options for this scheme. Some of the major implications in relation to the space needed for cycling, to ensure that the guidelines are met are:

- Properly-protected bike lanes, cycle-safe junctions and interventions for low-traffic streets are needed for the whole scheme, with little scope for exceptions.
- Cycle infrastructure should be accessible to everyone from 8 to 80 and beyond.
- On urban streets, cyclists must be physically separated from pedestrians and should not share space with pedestrians.
- Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them.
- Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles.

LTN 1/20 notes that physical separation of cyclists from motor traffic can be an option in all situations, but may not be necessary at lower speeds and lower volumes of traffic. This is an important factor in scheme design, because measures that reduce

traffic volumes and/ or speeds can change the requirements for provision for cyclists.

LTN 1/20 has many other implications for cycle infrastructure design and maintenance and needs to be read as a whole, to fully understand the required design standards (including the Cycling Level of Service Tool and Junction Assessment Tool). In order to justify expenditure on this scheme the whole scheme has to be to a good standard and there should be no Critical Fails using the Cycling Level of Service Tool, with junctions to a good standard for all movements.

Figure 4.1 of LTN 1/20 (below) shows the appropriate protection from motor traffic on highways, with the aim being that traffic flow, speed and type of separation should fit within the green area.

Speed	Flow (pcu/24 hour) <sup>2</sup>	Fully Kerbed Cycle Track	Stepped Cycle Track	Light Segregation	(mandatory/ advisory)
20 mph <sup>3</sup>	0	Green	Green	Green	Green
	2000	Green	Green	Green	Green
	4000	Green	Green	Green	Yellow
	6000+	Green	Green	Green	Pink
30 mph	0	Green	Green	Green	Yellow
	2000	Green	Green	Green	Yellow
	4000	Green	Green	Green	Pink
	6000+	Green	Green	Green	Pink
40 mph	Any	Green	Yellow	Yellow	Pink
50+ mph	Any	Green	Pink	Pink	Pink

The space needed for cycling needs to allow for pedestrians and needs to be separated from motorised traffic by the desired or absolute minimum separation as outlined above, with absolute minimum a last resort.

LTN 1/20 generally recommends that cyclists are segregated from pedestrians but suggests that

*“Shared use may be appropriate in some situations, if well-designed and implemented.”*

The guidance on widths for rural routes is given in Table 6-3, which states that for routes carrying less than 300 pedestrians per hour and less than 300 cyclists per hour the recommended minimum width is 3m. This is the width that has been used throughout for this study. In the villages cyclists need to be segregated from pedestrians and a width of 3m has also been used for a bi-directional cycleway reduced to 2.5m at pinchpoints.

Notes:  
 1. If the 85<sup>th</sup> percentile speed is more than 10% above the speed limit the next highest speed limit should be applied  
 2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow  
 3. In rural areas achieving speeds of 20mph may be difficult, and so shared routes with speeds of up to 30mph will be generally acceptable with motor vehicle flows of up to 1,000 pcu per day

There is limited published data on traffic flows in this area but [DfT data](#) shows an Annual Average Daily Flow of 4536 motor vehicles/ day, in 2009 on the B1411 with 50 pedal cycles. It seems very likely that the volume of traffic has increased since 2009 and quite possible that cycling has reduced or stayed about the same. In Little Downham itself on Cannon Street a count in 2018 recorded 1166 motor vehicles/ day and 20 pedal cycles.

On this scheme there are roads with 60mph and 30mph limits and this is very significant in terms of the spacing needed between cycleways and the carriageway as is shown in Table 6-1:

**Table 6-1: Minimum recommended horizontal separation between carriageway and cycle tracks\***

Speed limit (mph)	Desirable minimum horizontal separation (m)	Absolute minimum horizontal separation (m)
30	0.5	0
40	1.0	0.5
50	2.0	1.5
60	2.5	2.0
70	3.5	3.0

For rural roads the speed limit is generally 60mph or 50mph, which means that any path has to be at least 1.5m from the edge of the carriageway. Paths also have to be kept well clear of hedges, which could be another 2m, so with a 3m wide path that means that at least 6.5m of highway verge space would be needed to construct a new path.

The photo to the right shows the verge besides the existing B1411 path, which does not have adequate width for shared use or adequate separation from the carriageway. For many this is preferable to cycling on the road but for almost all it is not to a good enough standard to encourage usage. Use of highway verges is generally not an option without also changing the road.

There are also significant issues with establishing safe crossings of rural roads. Table 10-2 states that for a 60mph road the only suitable crossing suitable for most people is a grade separated crossing.

For a 40mph or 50mph road an arrangement whereby one lane is crossed at a time, with a central refuge, is not completely ruled out, but it is considered to not be suitable for all people and “ will exclude some potential users and/or have safety concerns.”

*View of existing B1411 path, which makes maximum use of the limited verge space, but does not comply with the spacing required in LTN 1/20 and with no change in spacing in changing from a 30mph limit to 60mph.*



## Healthy Streets

Healthy Streets is a measure of how healthy our environment is. It is a recognition that “ Every decision we make about our built environment, however small, is an opportunity to deliver better places for people to live in and thereby improve their health.” (<https://www.healthystreets.com/what-is-healthy-streets>)

There are 10 evidence based Healthy Streets indicators as shown below and streets can be assessed and given a score, which can be audited.

The expectation is that Local Authorities and designers should aim to improve the Healthy Streets score on their streets and for any new infrastructure an assessment should be made before design work starts and after a scheme has been delivered. To properly assess a street, traffic flow data is needed and the professionals involved should have been trained in the process.

For this study it is premature to conduct Healthy Streets Audits, but as options are developed Healthy Streets audits of the village streets should be completed, with a clear aim to improve the healthy streets score on the streets concerned.



## 4. Issues with the existing Routes.

There is an existing signed cycle route following Ely Road / Downham Road between Ely and Little Downham, but it is a poor quality part of the National Cycle Network. The route has many shortfalls and is not LTN 1/20 compliant and is clearly in need of improvements.

The major issues that the route faces are:

1. Within Ely the route uses Downham Road. Sustrans does not have traffic flow data on the road but it is not LTN1/20 compliant in terms of speed and almost certainly traffic flows. It is likely that the heaviest traffic flows occur at a similar time to the start of the day at Ely College, which is exactly the time when Students and staff could be cycling to the College.
2. There is no provision to cross the Cam Drive roundabout although some cyclists will undoubtedly use the paths around the roundabout.
3. There is no provision to cross the A10 apart from a splitter island at the roundabout which is difficult.
4. Provision along the B1411 (Downham Road/ Ely Road) is very unclear. There is a roadside path which some cyclists will use, (even though it is not signed as a shared use path), but the faster/ more confident cyclists are likely to cycle on the road.
5. In Little Downham there is no special provision and although speeds appear to be fairly low in the settlement there is no 20mph limit.



Elsewhere in Ely there are a number of other signed routes and facilities, including near the station and along parts of Lynn Road. There is also a shared use path along the A10 to the south and the A142 cycle route, although all of this is not to LTN 1/20 levels.

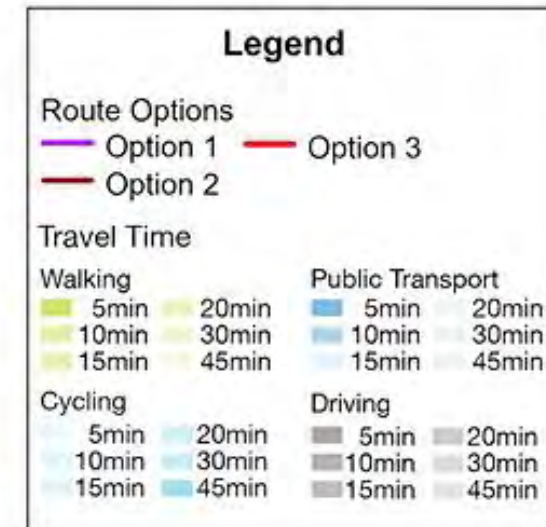
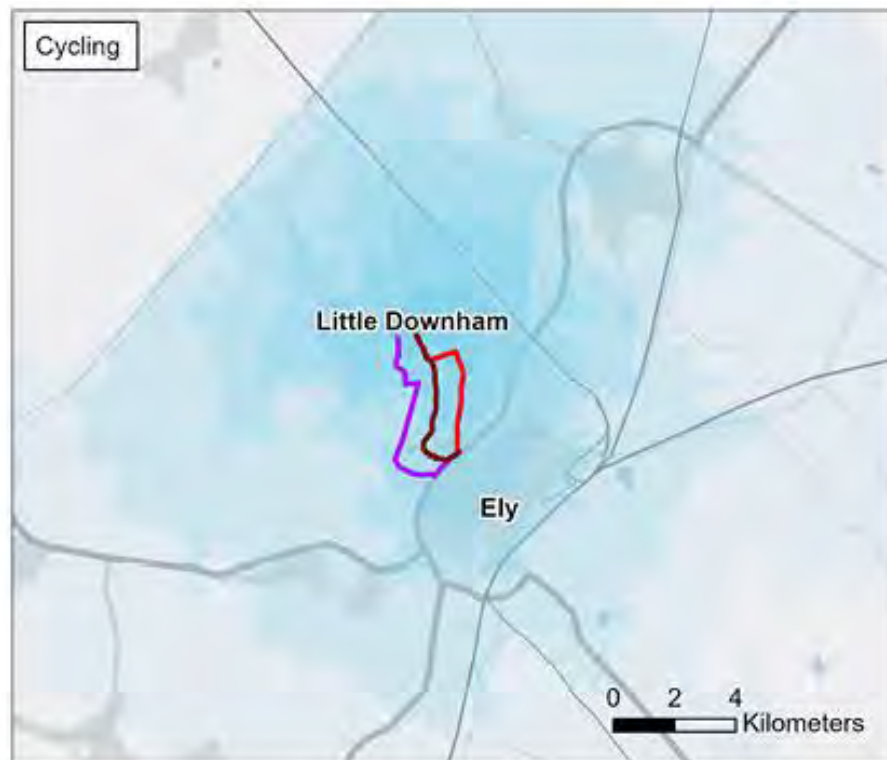
For a link with Little Downham the most significant existing provision is the relatively new paths to the south of the A10 linking Downham Road, Ely with a new subway under the A10 and continuing with shared paths to West Fen Road. The subway provides a crucial link with Ely Leisure Village but the cycle route provision does not continue into the

village to link with the facilities such as the Leisure Centre.

Other factors to consider are shown on the following pages and relate to travel time, points of interest, topography and traffic safety. In reality driving is certainly the quickest mode between the edge of Ely and Little Downham, but the distance is not far and if cyclists had a clear advantage within Ely and Little Downham there would be very little difference in door-to-door journey times. Both Ely and Little Downham are on raised ground, but there are no significant hills unless you were to continue to Ely Station and beyond. A greater concern is likely to be accidents and particularly traffic on the A10 and the B1411, so it makes sense to take advantage of the existing A10 subway for this route.

Map showing existing routes

# Travel Time Analysis - Little Downham Centered



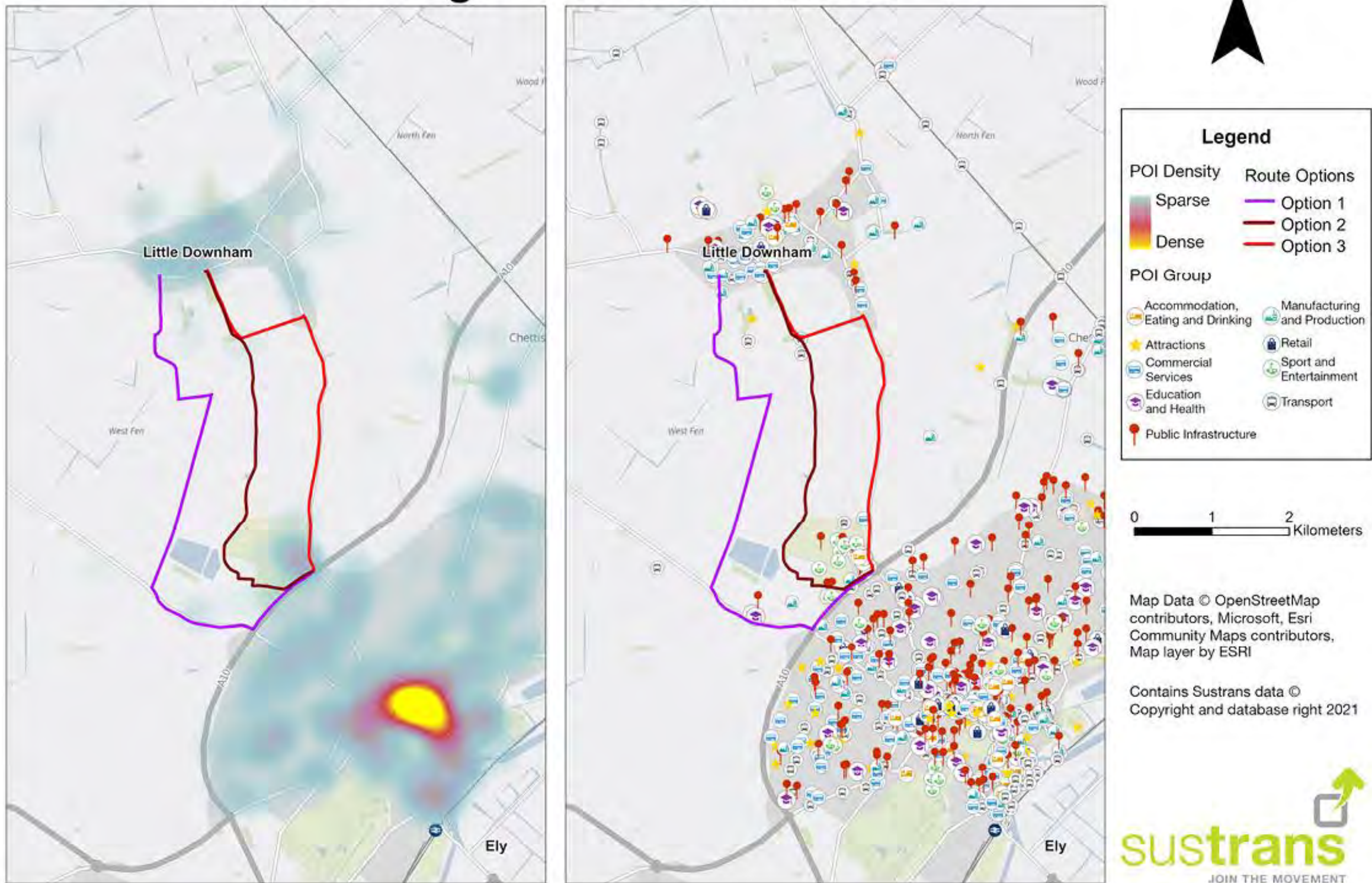
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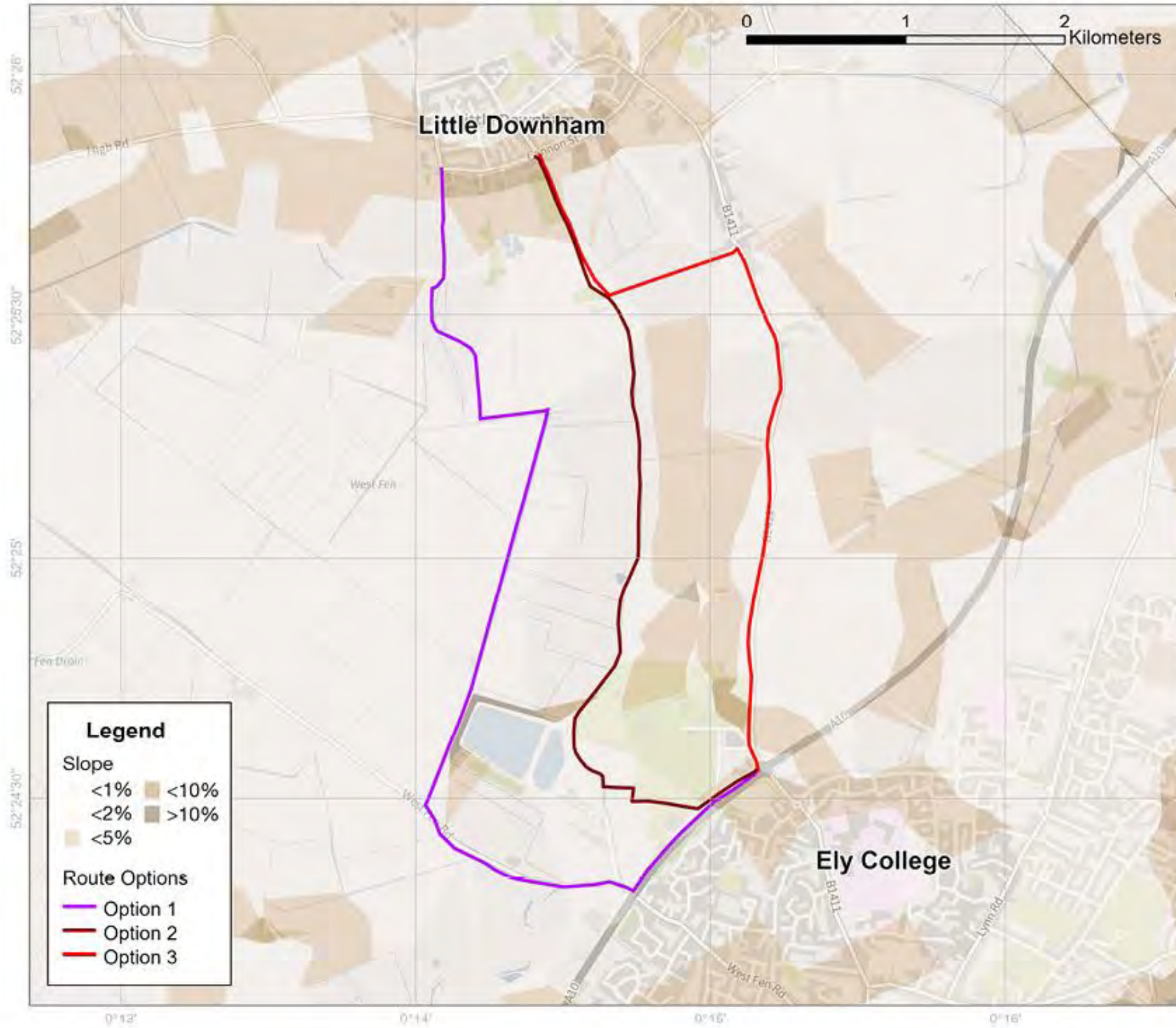


# Smart Linkage - Points of Interest





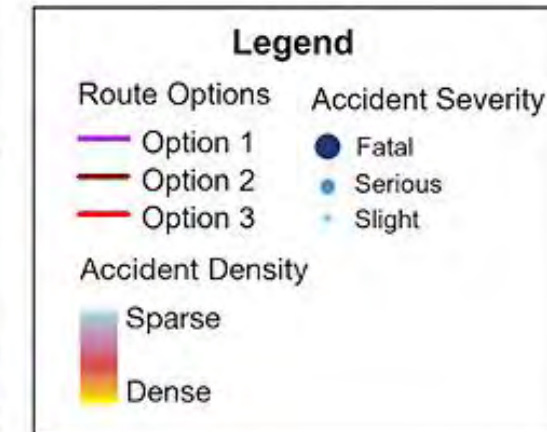
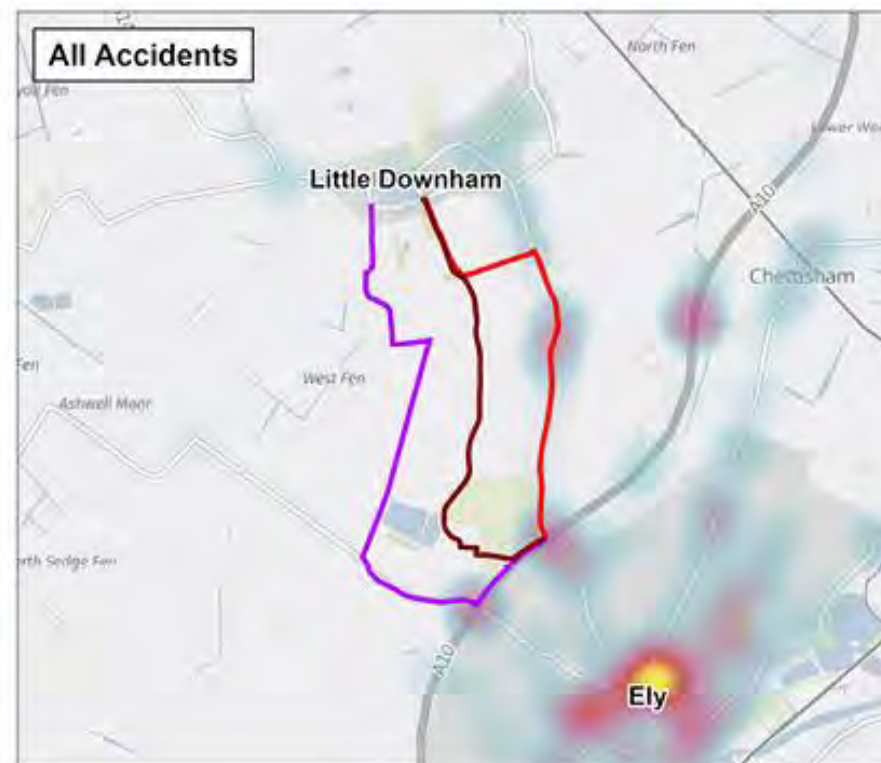
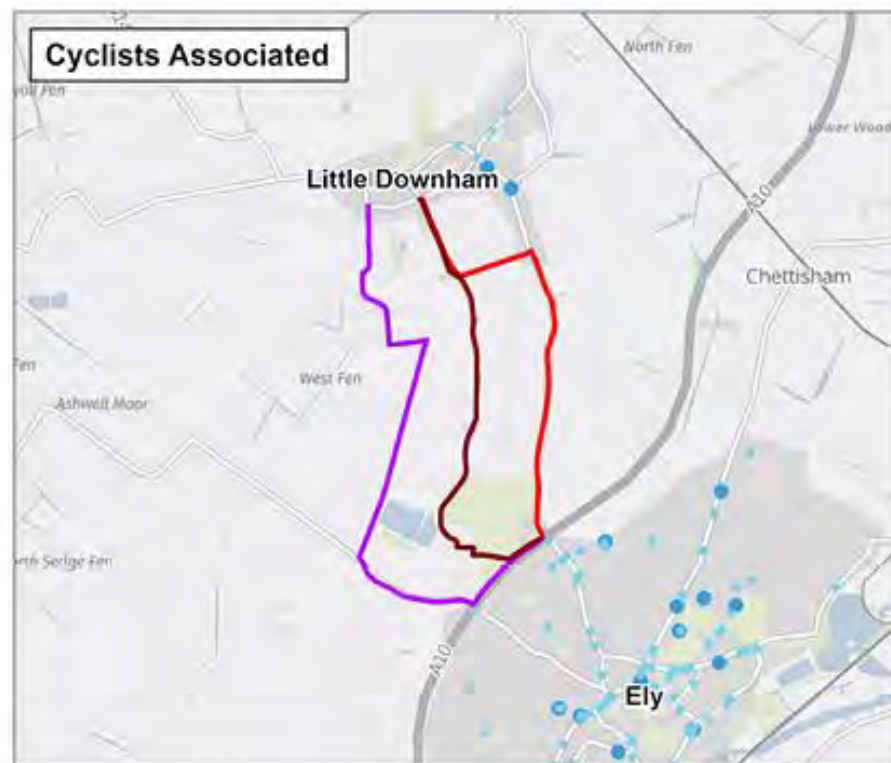
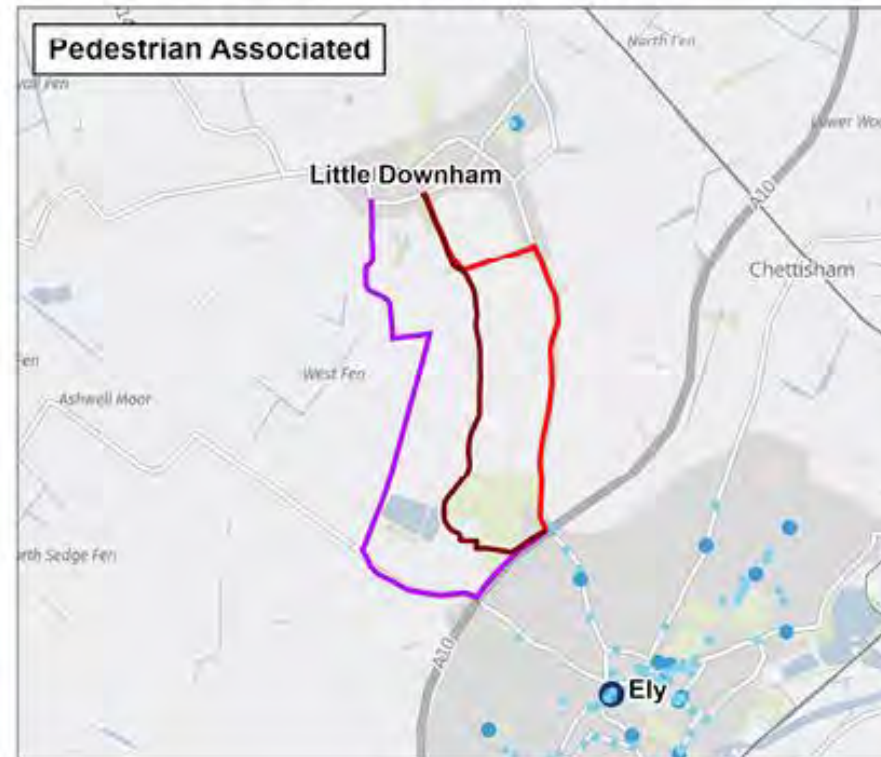
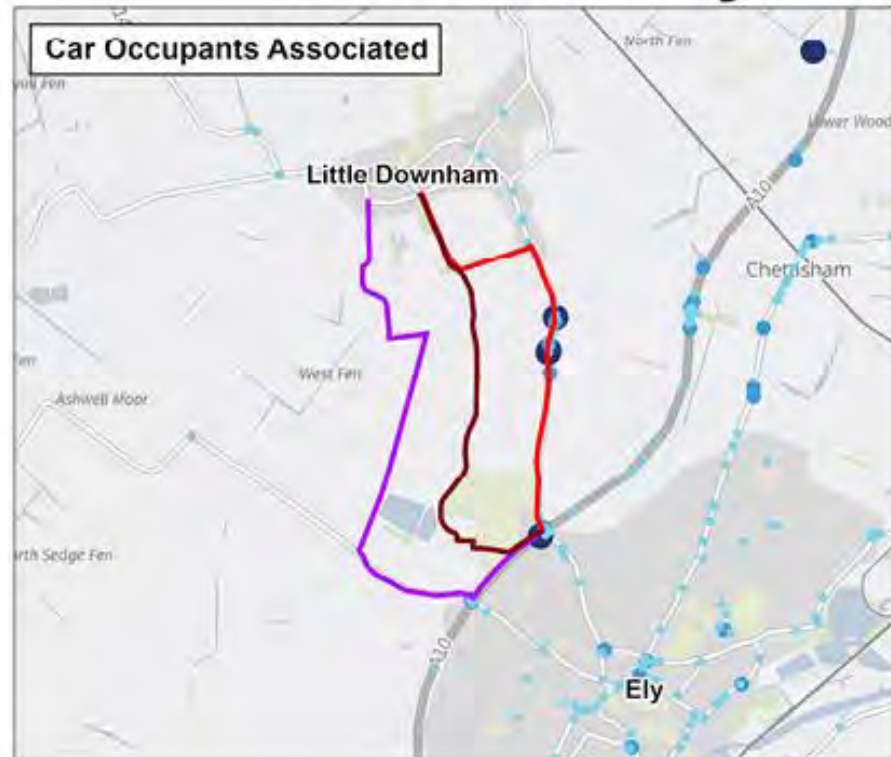
# Topography study - Gradient suitability



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# Traffic Safety - Accident Distribution



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Contains data from CycleStreets: <https://bikedata.cyclestreets.net>



# 5. Design constraints

## 5.1 Environment Agency



Extract from Environment Agency Map

The risk of flooding is a significant factor in this area as indicated by the Environment Agency Map above. The map shows that the settlements and the main road between Little Downham and Ely were built on the higher ground, not prone to flooding and it makes sense to avoid areas that might flood, if possible for any new route. There are of course many good routes that flood and having a good route that very occasionally floods is likely to be a better option than a poor route that never floods.

## 5.2 Ground and Ecology

The Communities and the main roads are on higher ground with the land between generally low lying fenland, with its clay and peat. In clay areas drainage will be a challenge and the soft ground of the Fens is notorious for contracting and expanding depending on the moisture content, making path construction challenging. Borehole records record that the older part of Ely is built on a flat topped ridge capped with glauconitic sand of uncertain age.

Again this will have to be allowed for in route selection and design.

Ecology is significant and is discussed in more detail in Chapter 9.

## 5.3 Utilities

Utility searches have not revealed any major issues with services, but this should be checked again as scheme design progresses. There are, of course utilities near to properties with Ely, the Leisure Village and Little Downham.

## 5.4 Heritage and Historic Environment

Important heritage and ecological sites can be a significant constraint on route choices, with the need to avoid any negative impact on these. A search of the Historic England website does not however reveal any scheduled monuments between Ely and Little Downham, apart from those in Ely. There are numerous listed buildings, but it would be highly unusual for any new path proposal to impact on an existing building.

## 5.5. Common Land

Any works on Common Land would require additional consents. The only Common Land within the project area is in and near Little Downham as on the following plan. Both may be significant for any works and it will be important to check the exact boundaries of Common Land if any work is being planned near Hurst Lane and near Lawn Lane. (Source <https://magic.defra.gov.uk/MagicMap.aspx>)

## 5.6 Roads, river and rail crossings

The requirements of LTN 1/20 have been considered in Chapter 3. The expectation is that where cyclists are using roads mixed with other traffic, traffic volumes and speeds must be low.

In order to cross the major roads a parallel crossing, a signalled crossing or a bridge is needed. The

crossing of the A10 is therefore a major factor for this route. A parallel crossing is unlikely to be appropriate on the A10 so a signalled crossing, a bridge or an underpass is likely to be required to cross the A10.

Given that there is already an existing underpass, under the A10 which has been provided at great expense there is a strong case for any new route to use this existing underpass.

The route does not need to cross any railway lines but it is likely to have to cross watercourses where a bridge or culvert will be needed. There are already some culverts for farm accesses that could be used for the route.



Map showing areas of Common Land near Little Downham

## 6. Route Option Appraisal

Any route between Ely and Little Downham needs to be useful for all of the residents of both communities, who may want to use the route. Realistically that is most likely to be residents of Ely visiting family and friends in Little Downham or wanting to access the countryside and residents of Little Downham wanting to access the facilities in Ely, such as schools, shops, places of entertainment and worship, transport links etc.

For the purposes of the study and in order to compare distances it is normal to select one location in each settlement and measure distances from that point.

- For Ely the location chosen is the High Street junction by the Lamb Hotel, from where most of the facilities in Ely should be accessible.
- For Little Downham the main location chosen is a central point on Main Street, half way between the Church Lane junction and the Pond Lane junction. Consideration also needs to be given to the residents who live along the Ely Road south of Cowbridge Hall Road.

This study considers various ways to link the communities, using existing facilities, rights of way, natural boundaries etc.



Map showing locations used for Route Appraisal

Within Ely and Little Downham the study recommends measures to reduce speeds and provide LTN 1/20 compliant routes, but does not attempt to address all of the many issues needed in Ely, because this needs additional study time and is beyond the scope of this study.

## Ely

For Ely the two main roads that are the obvious options for a link between Ely City Centre and Little Downham are Downham Road and West Fen Road. For the onward link to Ely Station and businesses/employment sites near there Back Hill is also important.

Of the two roads traffic volumes and speeds are likely to be lower on West Fen Road than on Downham Road, but traffic volumes and speeds are also likely to be over the recommendations in LTN 1/20 Fig 4.1 of approximately 2,000 pcu/24 hours and a 20mph limit. This is the limit for the road to be suitable for most people to use in mixed traffic. It would be possible to install a bus gate and traffic calming on West Fen Road to try and keep traffic flows within the desired limits and this would greatly benefit residents in the area.

A bus gate on Downham Road is also possible to achieve a similar aim, but this would restrict vehicular access in a way that may not be acceptable and in the absence of other measures it would push additional traffic on to West Fen Road to the disadvantage of that road.

The ideal solution for the two roads would be a strategic approach that looks at the whole network in the City and how space can be obtained for cycling. An example of this would be if both Downham Road and Lynn Road were made one-way. Access would be maintained to all properties but carriageway space would also be freed up to allow the formation of segregated cycleways.

The narrow streets of Ely are part of the City's charm, but it is not possible to provide well for pedestrians and cyclists whilst also maintaining two-way vehicular access throughout. Significant changes to the way that people drive and new opportunities for cycling are going to be essential if Ely is to achieve the targets set in [Gear Change](#) of

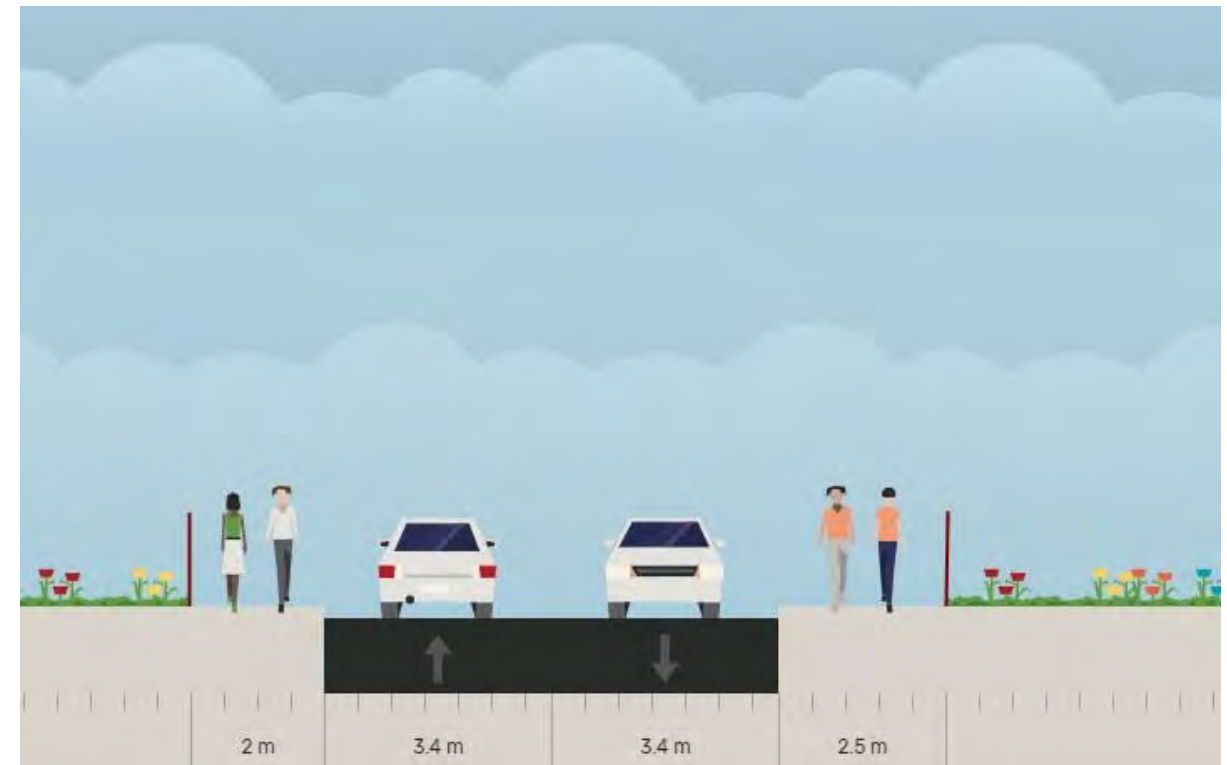
50% of all trips by foot or bike in urban areas by 2030. ("Cycling and walking will be the natural first choice for many journeys with half of all journeys in towns and cities being cycled or walked by 2030").

The possibilities from establishing one-way streets are illustrated in the images adjacent of a mock-up of part of Downham Road, as in the photo below.



*In this section of road (such as above) the footways are adequate and the carriageway width is 6.8m, which by itself is a poor width for people cycling on the road. There is space for two-way motor traffic and no specific provision for cyclists. This is the typical arrangement now.*

If the footways (as above) are maintained as existing and a 0.5m buffer is added in the centre of the road with 3.1 m allocated for one-way motor traffic and 3.2 m allocated for two-way cycling the arrangement would be as shown right. This is a good way to use existing road space and keep costs down.



*Images using streetmix.net showing a cross-section of part of Downham Road at present (above) and a possible future arrangement (below). (Note that widths vary along the length of the road.)*

*Special arrangements are needed at junctions and to maintain access to all properties.*



It would appear that the best arrangement for this part of Ely might be a combination of one-way streets, bus gates and a 20mph limit, perhaps as on the image adjacent.

With Lynn Road and Downham Road one-way over significant parts there is space to provide for cycling and crucially space for a good quality direct route past Ely College and linking with the City Centre and station.

With Downham Road made one-way changes would be needed to West Fen Road to protect it from traffic growth, as an alternative to Downham Road.

Even this arrangement is unlikely to provide enough space for a fully segregated cycleway along Downham Road between the A10 and St Mary's Street, because Downham Road becomes very narrow as it approaches St Mary's Street. In that case cyclists could continue on road mixed with traffic but the recommended route would be to link up with segregated provision on Lynn Road via Egremont Street.

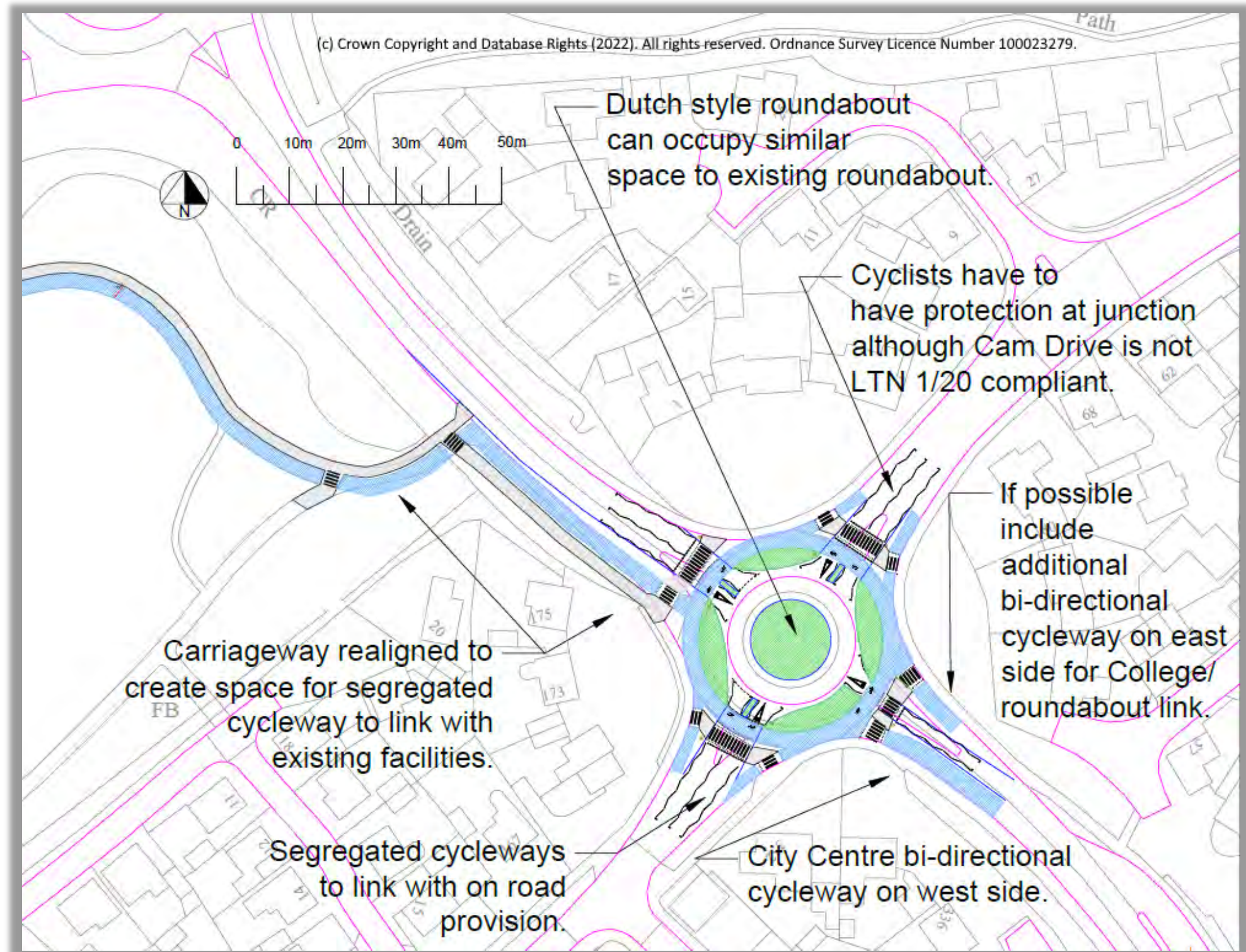
The existing Cam Drive/ Downham Road roundabout is a major barrier to cycle movement between the A10 subway and Downham Road and it is recommended that a design is prepared to convert this to a Dutch-style roundabout – a suitable gateway to the City. There is a similar roundabout at Fendon Road/ Queen Edith's Way in Cambridge. It would make sense to have the same treatment at the Cam Drive/ Lynn Road junction, but that will depend on onward provision and detailed design.



Plan showing possible traffic flows and cycleway provision assuming one-way systems and bus gates are introduced as above. Note that no detailed design or consultation has been done, but an indicative design for the Dutch style roundabout has been prepared to show that this should be feasible. (See following page).

Changes to the Cam Drive/ Downham Road/ Columbine Road junction are essential for any link between the A10 underpass and the College and City Centre (via Downham Road). In order to comply with LTN 1/20 all potential cycle movements have to be provided for including people cycling on road on Columbine Road as well as on Cam Drive. The junction therefore needs to either be signalised with provision for people on foot and on wheels or it needs to be changed to a Dutch style roundabout. This could act as a suitable gateway to Ely from the A10.

Dutch-style roundabouts are new in the UK but are being encouraged and there is one at Fendon Road in Cambridge.



Plan showing potential Dutch style roundabout at Cam Drive junction. (Needs survey and detailed design).



Whilst the previous arrangement is recommended it is also recognized that it would be expensive and a cheaper option would be to use West Fen Road and ignore Downham Road and Lynn Road. The disadvantages of this would be that there would be no link with Ely College, the level of provision would not be suitable for all and it is not at all clear how the route from the end of West Fen Road to the City Centre and station would work. All of this means that the level of usage is likely to be much less than the Downham Road option and this will in turn limit usage for the onward link with Little Downham.

Bus gates and road closures as well as a 20mph limit would be needed which could result in an arrangement as adjacent. There would need to be more Bus Gates than for the one-way arrangement to restrict traffic trying to cut between West Fen Road and Downham Road to avoid the bus gate at the bottom of West Fen Road.

As well as Bus Gates the nature of West Fen Road would need changing with traffic calming and junction treatment. An existing arrangement is shown below.



West Fen Road near Columbine Road (left)



Plan showing possible traffic flows and cycleway provision assuming bus gates are introduced as above. Note that no detailed design has been done.

### A10 Crossing

It has already been stated that special provision is needed to cross the A10 and the A10 underpass is the very obvious position to cross the A10, sitting as it does close to the most direct possible routes between Ely and Little Downham.

The underpass is a modern facility with good through visibility. It opened in 2019, so before the introduction of LTN 1/20 and it does not quite meet the recommendations of LTN 1/20. (It should have been 0.5m wider and the paths leading to it are just short of 3m width and are not segregated from the pedestrian route by a level difference.) Changes to the underpass are no longer feasible and changes to the path are not considered a priority at present. The major issue with the underpass is however that there is no connectivity within the Leisure Village itself – the cycle provision ends at the north side of the underpass as can be seen in the photo right.

The 2015 masterplan for the Leisure Village clearly showed cycle routes within the Village and undertaking this work must be a high priority and will be essential for any onward link with Little Downham.

Links in the vicinity of the underpass are considered in the following pages.

*Bottom left: View of underpass and A10 from Ely side.*

*Top right; View of access to underpass on Leisure Village side. Red coloured cycleways stop at the semi-circle. Underpass on the right.*

*Bottom right: View of paths leading to underpass on Ely side.*



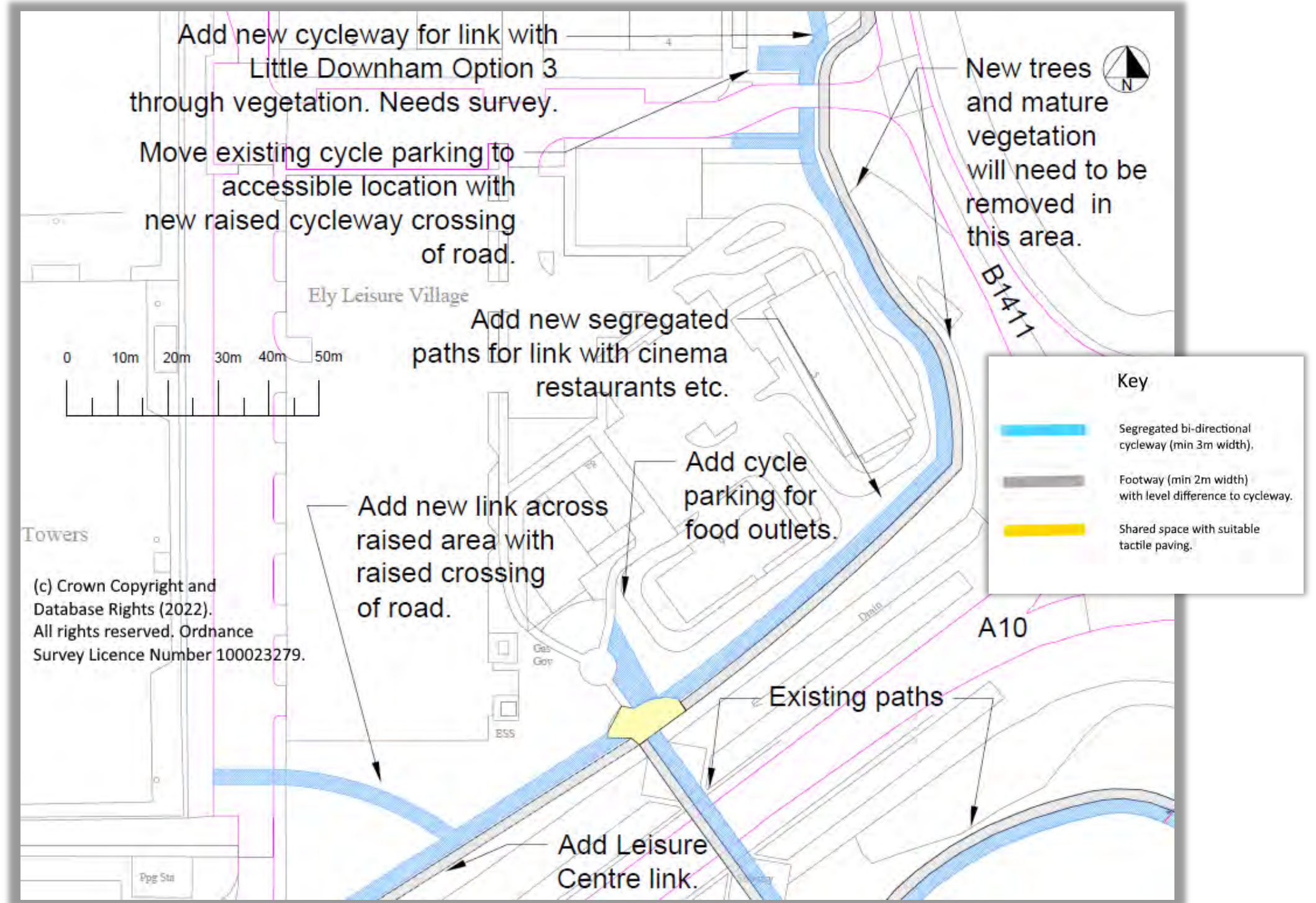
At present there are no cycleway links with the cycle parking at the Leisure Village and with the three main new facilities :

- the food outlets near the underpass
- the cinema and adjoining restaurant facilities
- the new Leisure Centre.

It is recommended that new cycle parking is added and the existing cycle parking by the cinema is moved so that it can be accessed without having to cross a loading area or by steps.

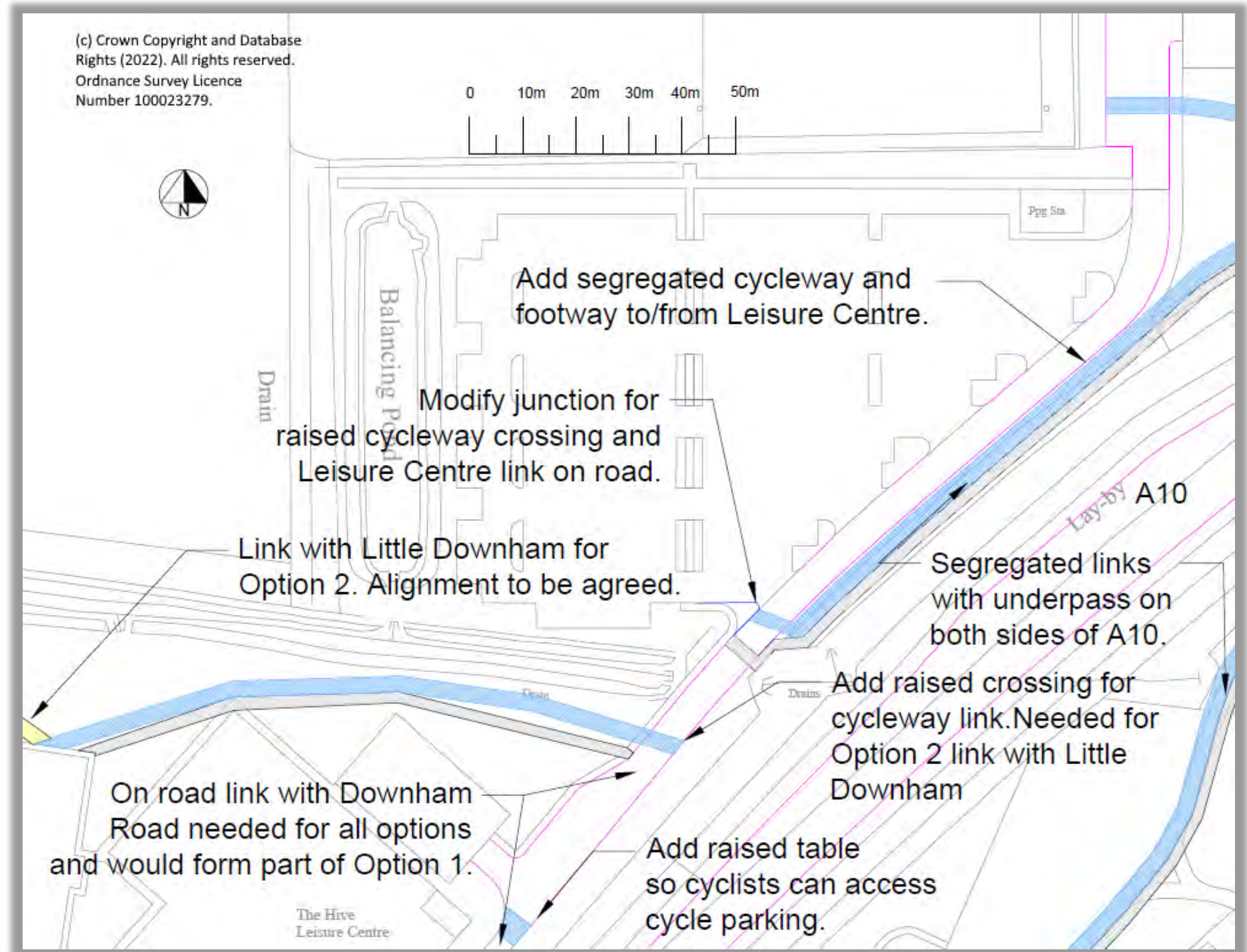
In addition there should be a review of cycle parking and facilities at the sports clubs so that all facilities can be easily accessed by bike from both Ely and Little Downham. This work does not need to wait for the onward link with Little Downham, since it is needed now.

Examples of the types of works needed are shown on the adjoining plans, which will need to be developed with detailed surveys and in line with the agreed onward link with Little Downham. There are some significant challenges that need to be addressed in particular in areas where planting will need to be removed and further surveys and ecology assessments will be needed.



*In this area (photo left) some new planting will need to be removed and there will be an impact on some of the more mature hedgerows.*

*Plan showing recommended new cycling and walking facilities at Ely Leisure Village. (Food outlets and Cinema).*



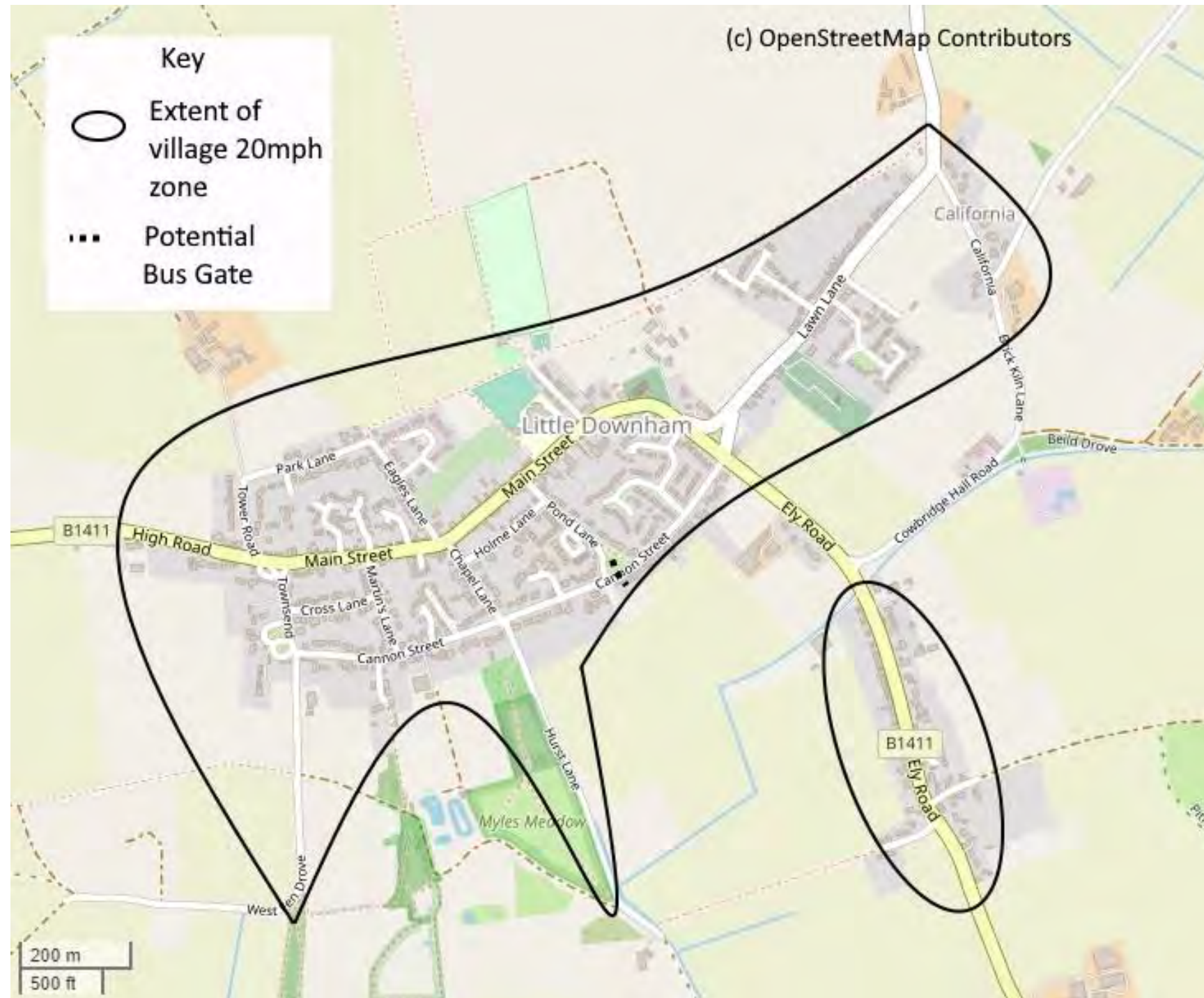
The route shown as “on road link with Downham Road...” is considered important whether Option 1 progresses or not and it is therefore recommended that a new link is provided between the Hive Leisure Centre and West Fen Road closely following the A10, irrespective of which option is chosen for the Little Downham link.

### Little Downham

For Little Downham Sustrans has no data of traffic flows on Main Street, but there was a manual count of traffic flows on the B1411 between the A10 and Little Downham in 2009. Since then traffic volumes are likely to have grown. Only some of that traffic is however likely to have continued on Main Street and thus it is likely that with traffic calming Main Street could be within the margins of roads considered suitable for mixed traffic although provision would not be “suitable for all people and will exclude some potential users and/or have safety concerns.” (LTN 1/20 fig 4.1). This would need a 20 mph limit and traffic flows below just over 4000 pcu/24hours.

Having cycled within Little Downham it felt that most roads were comfortable for cycling and that Cannon Street was the best option for east-west cycling. It is therefore recommended to close Cannon Street as a through route, except for buses, whilst maintaining access to all properties with a point closure, which could be at any number of locations. This would protect Cannon Street as an attractive quiet lane. It does have the downside of potentially adding a small amount of traffic to Main Street, but it is felt that the advantages would considerably outweigh the disadvantages.

The adjacent plan shows recommended 20mph zones for Little Downham, which largely coincide with the existing 30mph limit. The 20mph limit is likely to need to be accompanied with appropriate calming measures particularly on Ely Road.



*Little Downham showing recommended measures to improve the walking and cycling environment and allow local people good access to the proposed link with Ely.*

### A10 crossing to Little Downham

The main options that have been considered to link Little Downham with the A10 underpass are shown on the plan opposite.

The options are based on alignments that follow natural boundaries and do not cut across private land or fields unless following a right of way or some form of natural boundary such as a hedge or a watercourse. For Option 3 a partial realignment of the B1411 has been considered and this would have to cut across fields so does not follow this principal.

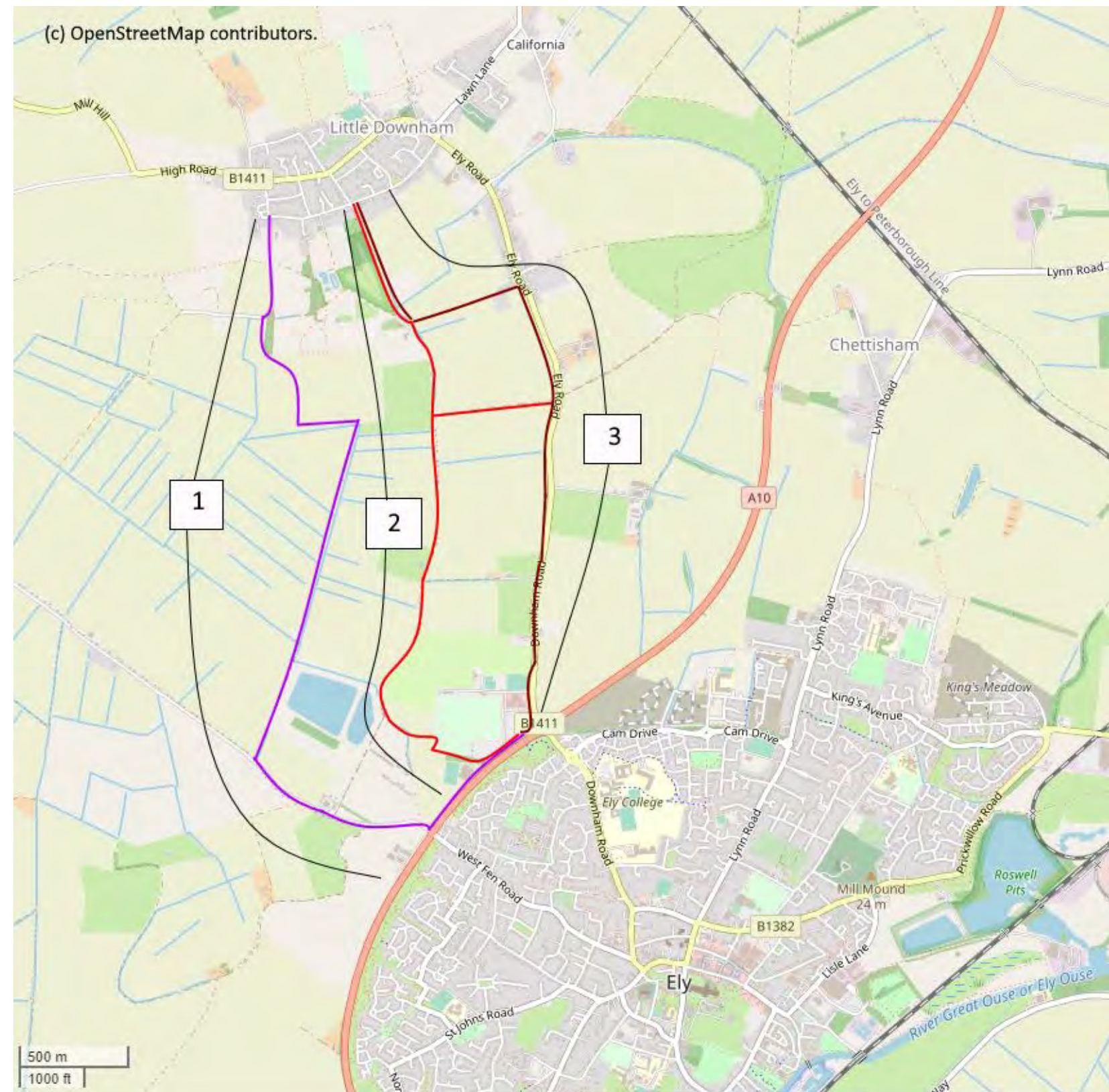
All of the options have sub options within them and will depend on discussions with landowners, ecological restraints and requirements for planning permission. There are also links proposed for Options 2 and 3 which could be used for either option.

The options are considered in more detail on the following pages but are in summary:

1. This option would need a new link between West Fen Road and the Leisure Village, which could follow field edges close to the A10. The route would then use West Fen Road before turning to follow existing tracks and field edges to link up with West Fen Drove and Little Downham. There is no existing route on this alignment and it has not been surveyed.
2. This option would need a new link between Hurst Lane and the Leisure Village and would then follow the existing byway to link up with Hurst Lane in Little Downham. The byway can be used by people on foot or bike at present but can get very muddy and difficult to use, so would need big changes.. A new link is needed with Ely Road so that

the route can link with that part of Little Downham.

3. This option would follow the B1411, mostly in field edges away from the carriageway. However major works and a significant amount of land would be needed to the north of the Leisure Village where space is very restricted between houses. A new link is needed with Hurst Lane for a good link with Little Downham.



## 6.1 Option 1

This option would need a new link between West Fen Road and the Leisure Village, which could follow field edges close to the A10. The route would then use West Fen Road before turning to follow existing tracks and field edges to link up with West Fen Drove and Little Downham. There is no existing route on this alignment and it has not been surveyed.

### i. Link with Leisure Village.

The obvious way to link the Leisure Village with West Fen Road is to construct a new path following the A10 from the end of the existing road that runs in front of the Leisure Centre. There does not appear to be space within the A10 highway boundary without major impact on roadside vegetation and serious construction difficulties, so a field edge path would be needed. At the West Fen Road end the path could use the existing field access or establish a new access, but this should be kept away from the A10 junction for safety reasons. In both cases security arrangements will need to satisfy the landowner. It is recommended that this link is built irrespective of whether Option 1 is progressed due to the difficulties of crossing the A10 at present.

### ii. West Fen Road.

To the west of the A10 West Fen Road is relatively quiet and should be suitable for mixed traffic use with a low speed limit. If this option is chosen there will undoubtedly be people who choose to cross the A10 to continue along West Fen Road. This is not a good crossing point.



### iii. Field Edge path.

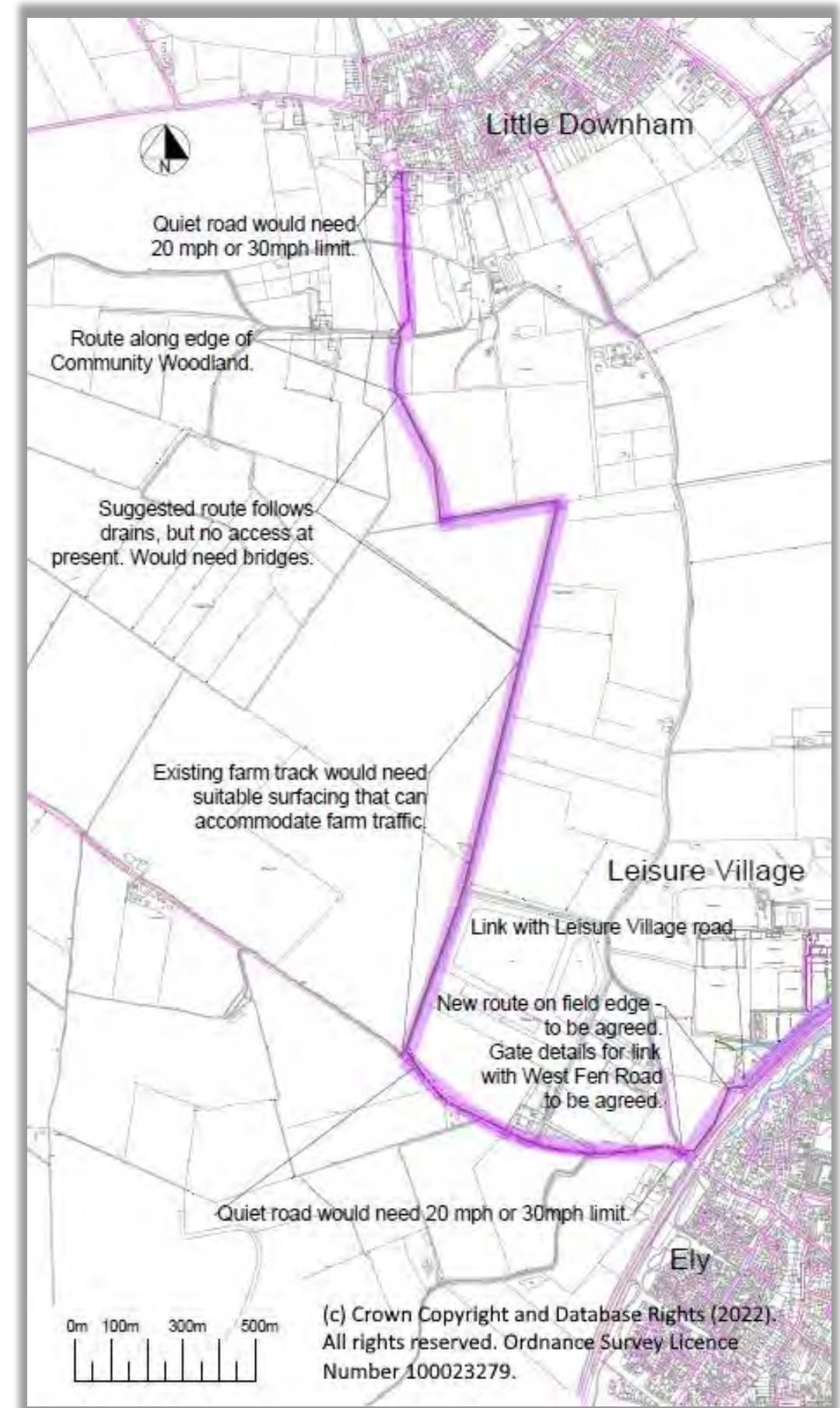
There is no public access along this alignment but from maps and by looking at it from both ends a new route appears possible. Any new path would have to accommodate farm traffic, provide security for landowners and be attractive for users. The path would be on lower ground and liable to flooding.



View from West Fen Road towards The Hive Leisure Centre with A10 on right.

View of existing farm track from West Fen Road looking north.

View from West Fen Drove Little Downham towards Ely with Community Woodland on left.



Plan showing possible alignment for Option 1 subject to landowner's agreement.

Option 1 Summary	
<b>Comparative Length</b>	<b>6.5km</b> (Lamb Hotel, Ely to Main Street Little Downham via Downham Road.) (4.8km by road)
<b>Likely estimated cost</b>	2.5km new build path/ farm track + 0.4km path West Fen Road to Hive Leisure Centre.
<b>Engineering difficulties</b>	Construction will need to be to high standard to accommodate farm traffic but there is already a firm path in place.
<b>Ecological issues</b>	No major issues anticipated.
<b>Land ownership issues</b>	Needs agreement of landowners for field edge works .
<b>Other issues</b>	The route could increase the desire for crossing the A10 at West Fen Road and there may be a demand for major works there., because the underpass will not be a convenient option for some. The route would be isolated and remote and is considerably further than the main road route. Potential flooding risks. Off road sections would be shared use for people on foot or on wheels and possibly with farm traffic. On road sections shared with local traffic.
<b>Overall</b>	This is an achievable route in the rural area, with landowner's agreement, but it is a significant detour from the desire line and seems to have no significant advantages over Option 2, apart from ecology. Not recommended to progress this.

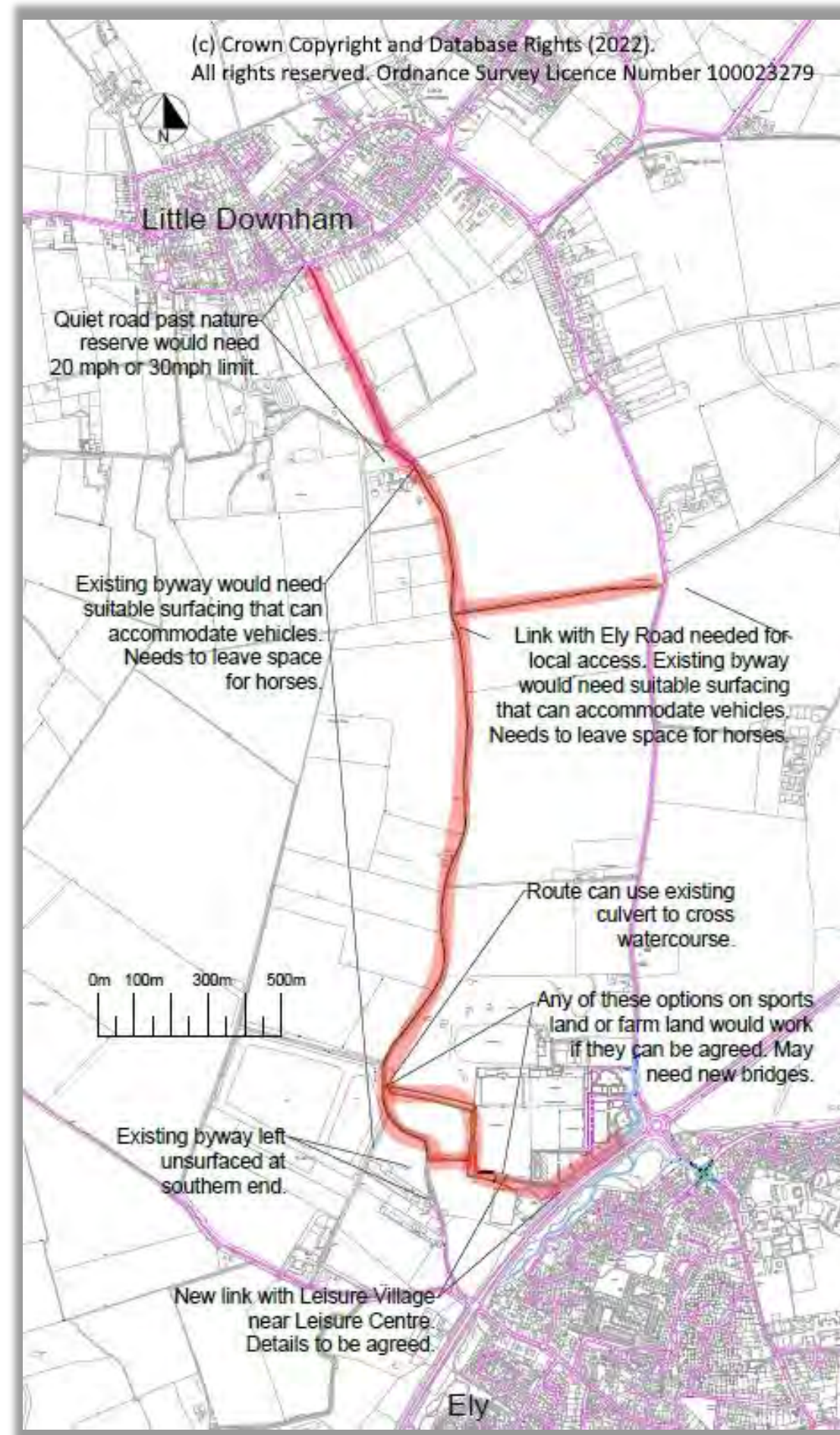
Whilst it is not recommended to progress with Option 1 it is recommended that a link is provided from the Hive Leisure Centre to West Fen Road in any case. This would provide a way to avoid crossing the A10 at the West Fen Road junction and would also provide for a potential onward link with Coveney and beyond.



## 6.2 Option 2

This option would need a new link between Hurst Lane and the Leisure Village and would then follow an existing byway to link up with Hurst Lane in Little Downham. The byway can be used by people on foot or bike at present but can get very muddy and difficult to use, so would need big changes. A new link is needed with Ely Road so that the route can link with that part of Little Downham. The route is considered in four sections:

*Plan showing possible alignment for Option 2 and link with Ely Road and various options, subject to landowner's agreement.*



*The byway that forms the main part of the route links directly with the road network in a quiet and central part of Little Downham making a good link with the village. (Above).*



*The byway is of variable width and condition and can get very muddy and almost impassable for many. (Above).*

i. Link with Ely Leisure Village.

This is probably the most challenging part of the route because of the need to get agreement for a change of use of land. Whilst the District Council owns some of the land there will be plenty of issues to consider if a new route is to be formed on the edge of football pitches and this looks even more challenging for a route on the edge of the golf course, which is not Council land. A simpler route would be on the edge of farmland and it is likely that the landowner would want any new provision fenced off or protected by a hedge, which may be difficult at one point. Various options are shown on the adjacent plan. It is possible that other options will become apparent from discussions with landowners. Costs of the various options will depend on the costs of any new bridges, fencing and hedging requirements, the costs of any compensation, the length of any route and ground conditions. From a users and a cost perspective the shorter the route is the better. The photos on the following page show some of the issues, but it has not been possible to survey all options so there may be other issues that emerge. The plan (right) shows what seem to be the obvious options at present.



View towards Leisure Centre access road and underpass with Leisure Centre on right. Paths would be needed across the grassed area.



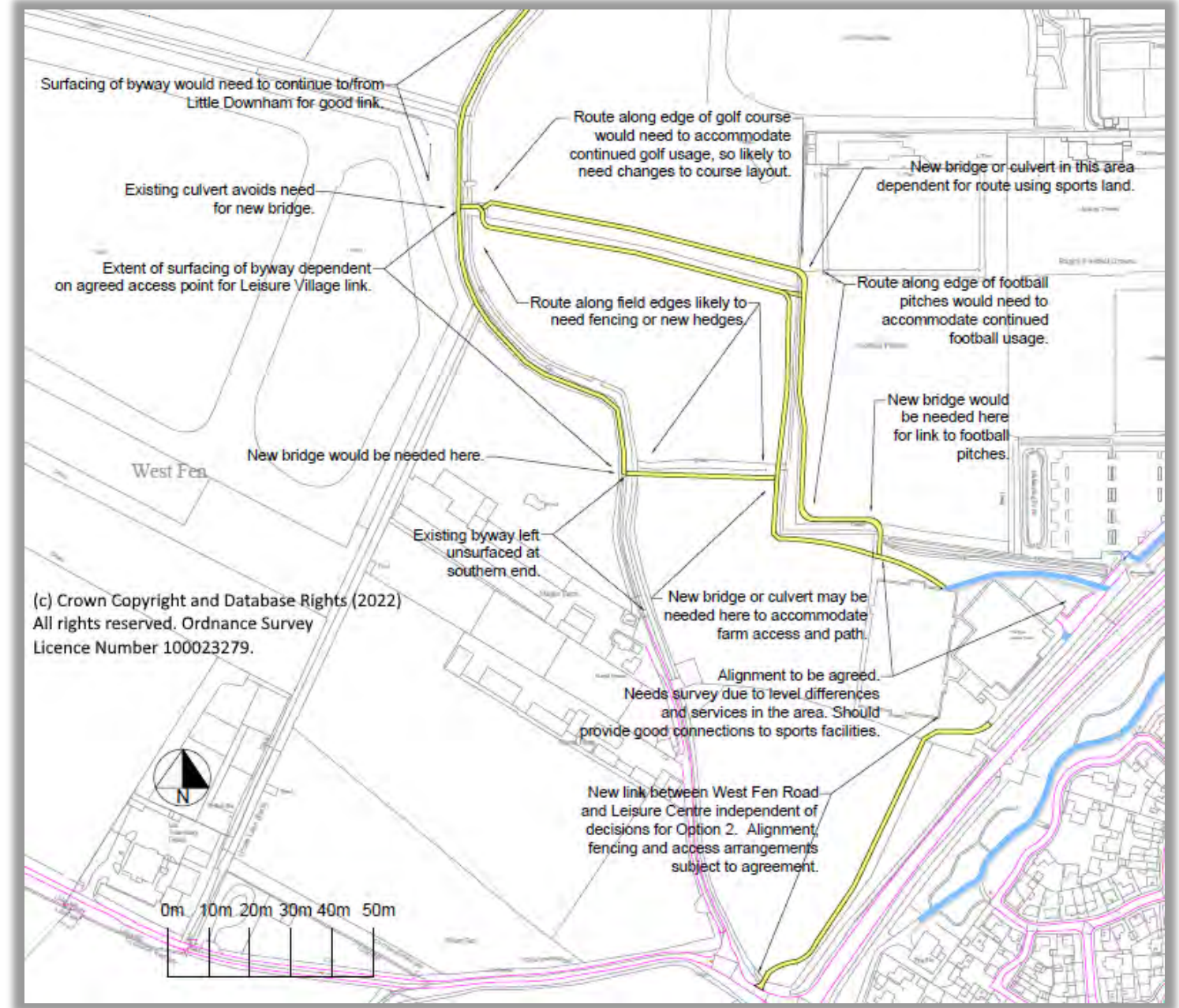
View towards Leisure Centre. Paths would be needed along the grassed area. Note the changes in levels and drainage provision.



The start of the byway (left) at the southern end. It is suggested that this remains unchanged.



View in opposite direction to above photo towards fields with the byway beyond the fields.



Plan showing different ways that Ely Leisure Village could be linked with the existing byway along Hurst Lane. Note that only one route is needed and there are many options. Final alignment will depend on discussions about land use and compensation for loss of land.

Key

-  Segregated bi-directional cycleway (min 3m width).
-  Footway (min 2m width) with level difference to cycleway.
-  Shared space with suitable tactile paving.



*Access on to these fields will require landowner's agreement but gives the most direct link to the byway. Football pitches are off camera to the right.*



*The most direct route would need a new bridge in this vicinity to link the byway with field edges.*



*A route on the edge of the football pitches is possible, but needs a full understanding of the implications and issues, before any details can be put forward.*



*There are some existing culverts to cross the watercourse to link with the byway and using these would be a good option.*

## ii. The byway

Byways have legal rights for all users and can therefore be used by people on foot or on wheels or on horseback. They can also be used for farm access and for off-road driving. Any works on a byway and any restrictions on usage would need to be agreed with Cambridgeshire County Council, as the Highway Authority and the Authority with rights of way responsibilities. In this case the County Council has already imposed restrictions on vehicular use as shown below, which are designed to protect the byway.



Existing sign at southern end of byway.

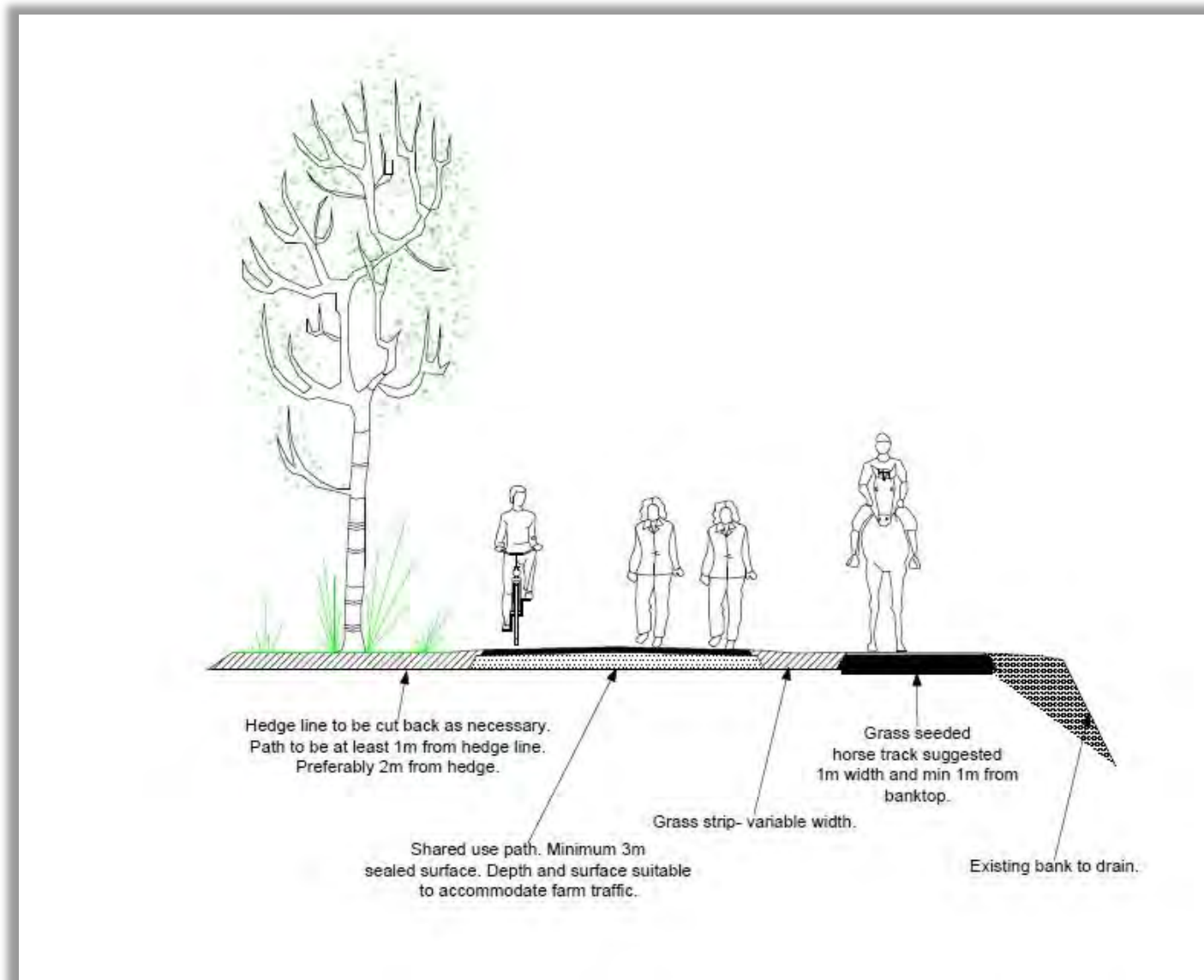
The design of any new provision will need detailed survey work, because the byway widths and conditions vary greatly, but points to note include:

- The existing byway is unusable by many on foot or bike for significant parts of the year and a new firm, smooth, sealed surface is needed.
- It is desirable to have a designated softer part of the byway for equestrian usage although in reality horse riders could use any part of the byway.

- Assuming that there is going to be some vehicular usage path construction will need to be very robust to accommodate this.
- In locations where farm vehicles or others are turning on or off the byway special provision will be needed to protect the path and concrete pads are likely to be needed, at these locations.
- Lighting is unlikely to be considered appropriate, although solar powered studs can be considered.
- The byway, hedges and watercourse are in an area of intense agriculture and their importance for the ecology of the area will need to be recognized within the design. If this is a significant issue there are locations where the route alignment could be moved from the byway and on to adjoining agricultural land, but this would need further work.



These photos give an impression of the variable nature of the byway and the condition that it can get to in a relatively dry winter.



Section showing suggested paths on byway. The byway width does appear to reduce to 5m in places and in this case equestrians, cyclists and pedestrians would have to share the same path, because there would not be space for a separate horse track.

### iii. Link with Ely Road

A link with Ely Road is important for those residents living in that part of Little Downham and although they would not have a good route to access the link it would still have value. The obvious link (because it is similar to the Hurst Lane byway) would be to use the byway that links with Ely Road, known as Fox's Drove. This would again need to be agreed with Cambridgeshire County Council and will need detailed survey. The byway is not as wide as the Hurst Lane byway and a single 3m wide multi-user path would be needed. An alternative to using the Byway link along Fox's Drove would be to agree a

new path along the field edge (public footpath) that links with Little Street. This gives a better link with Little Downham than Fox's Drove, but does not have the existing user rights that Fox's Drove has.



Byway link (Fox's Drove) seen from Ely Road (above) and from Hurst Lane byway (below)



Byway link (Fox's Drove) with a 3m tape measure positioned across it.



Fox's Drove is mostly bound by a hedge on both sides but is open on one side in parts.



Possible alternative to Fox's Drove. This path leads to Little Street.

iv. Hurst Lane Little Downham

Near Little Downham the byway changes from being a muddy unsurfaced path to a tarmac road . Whilst Hurst Lane forms an attractive and direct link with Little Downham it needs to be improved as part of any works and designated as a 20mph or 30mph road, which will need County Council agreement.



The start of the byway at the Little Downham end.



Pothole repairs and some resurfacing is needed on Hurst Lane.



Hurst Lane on the edge of Little Downham.

Option 2 Summary	
<b>Comparative Length</b>	<b>5.0km (Lamb Hotel, Ely to Main Street Little Downham via Downham Road.)</b> <i>(4.8km by road)</i>
<b>Likely estimated cost</b>	2.5km new build path/ byway upgrade + 0.6km link. 4 concrete pads for turning movements. Repairs to Hurst Lane.
<b>Engineering difficulties</b>	Construction will need to be to high standard to accommodate byway traffic. Existing surface is very damaged in places. Some small bridges.
<b>Ecological issues</b>	Some concerns about habitats along the watercourse following the route. No evidence of water voles, but if there are any found that would have major implications. Uncertainty about the route near the Leisure Village makes assessment difficult.
<b>Land ownership issues</b>	Needs agreement of landowners for field edge works. Needs agreement of County Council for byway works.
<b>Other issues</b>	The route would be very attractive and likely to appeal to many users, but it would be isolated, particularly at night and at that time people might prefer a route nearer the B road. Byway would be shared use for people on foot or on wheels and in places with equestrians and possibly with farm traffic or off-road vehicles. On road sections shared with local traffic.
<b>Overall</b>	This is an achievable route in the rural area, with landowner and County Council agreement and is an obvious alignment.

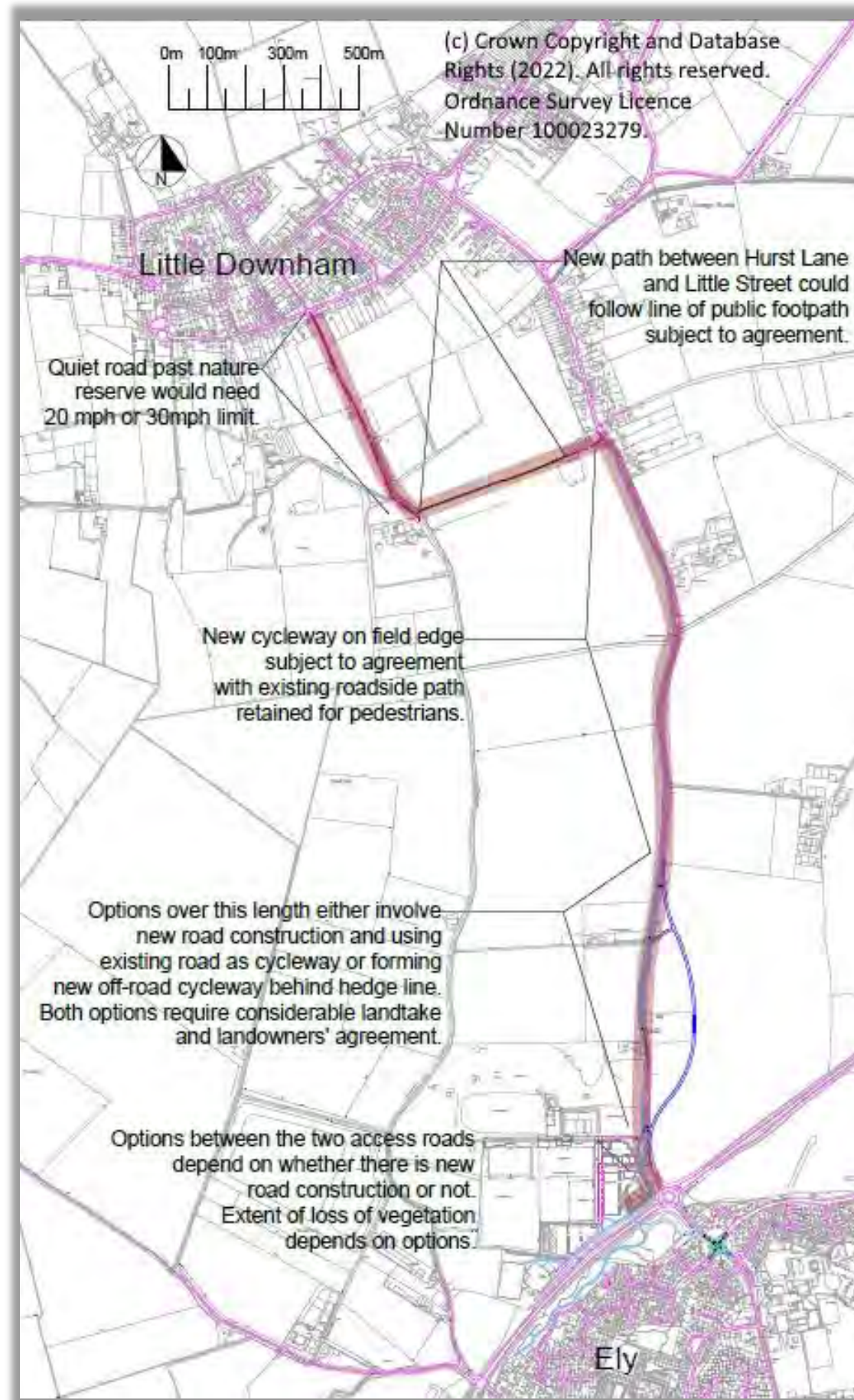
### 6.3 Option 3

This option would follow the B1411, mostly in field edges away from the carriageway. However major works and a significant amount of land would be needed to the north of the Leisure Village where space is very restricted between houses. A new link is needed with Hurst Lane for a good link with Little Downham.

The route is one that local people will be familiar with and is a major upgrade of the only option that is available at present linking it into the Leisure Village and with a new link with Little Downham. The route is considered in three sections.



Photo showing the existing path and the area where there are constraints that would mean that major works are needed for this option to progress.




i. North of Ely Leisure Village.

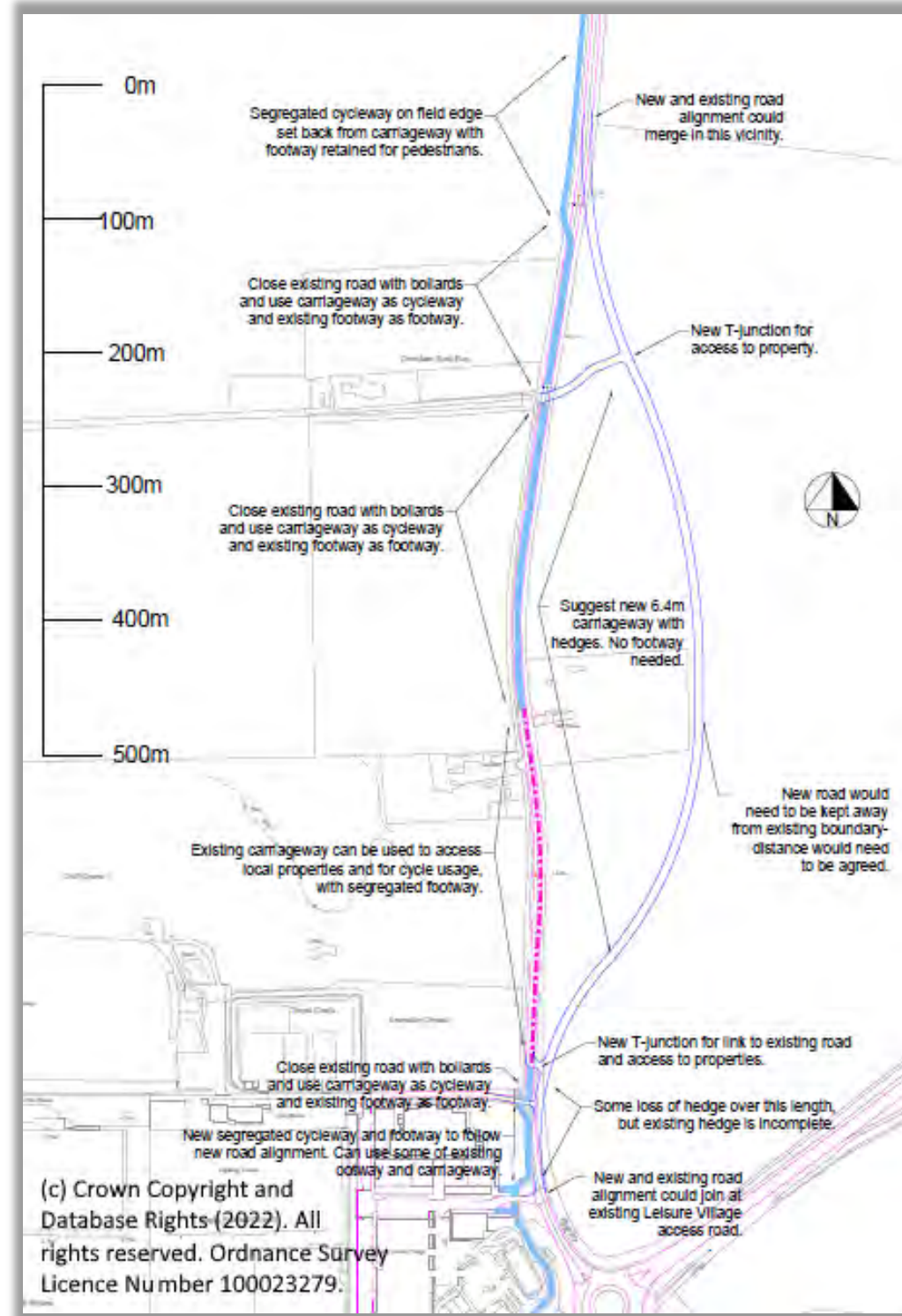
To the north of the Leisure Village there are serious challenges for any new route that follows the B1411. There is not sufficient space within the highway corridor to maintain two-way vehicular traffic and to have a path of sufficient width and set far enough back from the carriageway to comply with the requirements of LTN 1/20. Opportunities away from the highway are also difficult due to buildings near the carriageway and the adjoining land uses. In order to accommodate suitable provision along the corridor it will be necessary to therefore either move the road or change the nature of the existing road. The two options considered possible are:

- Construct a new road to the east of the current alignment and use the existing carriageway for local access and as a cycleway.
- Introduce traffic signals and reduce the carriageway space so that one lane can be used as shared space for walkers and cyclists and the other lane can be used by motorised traffic controlled by the signals.

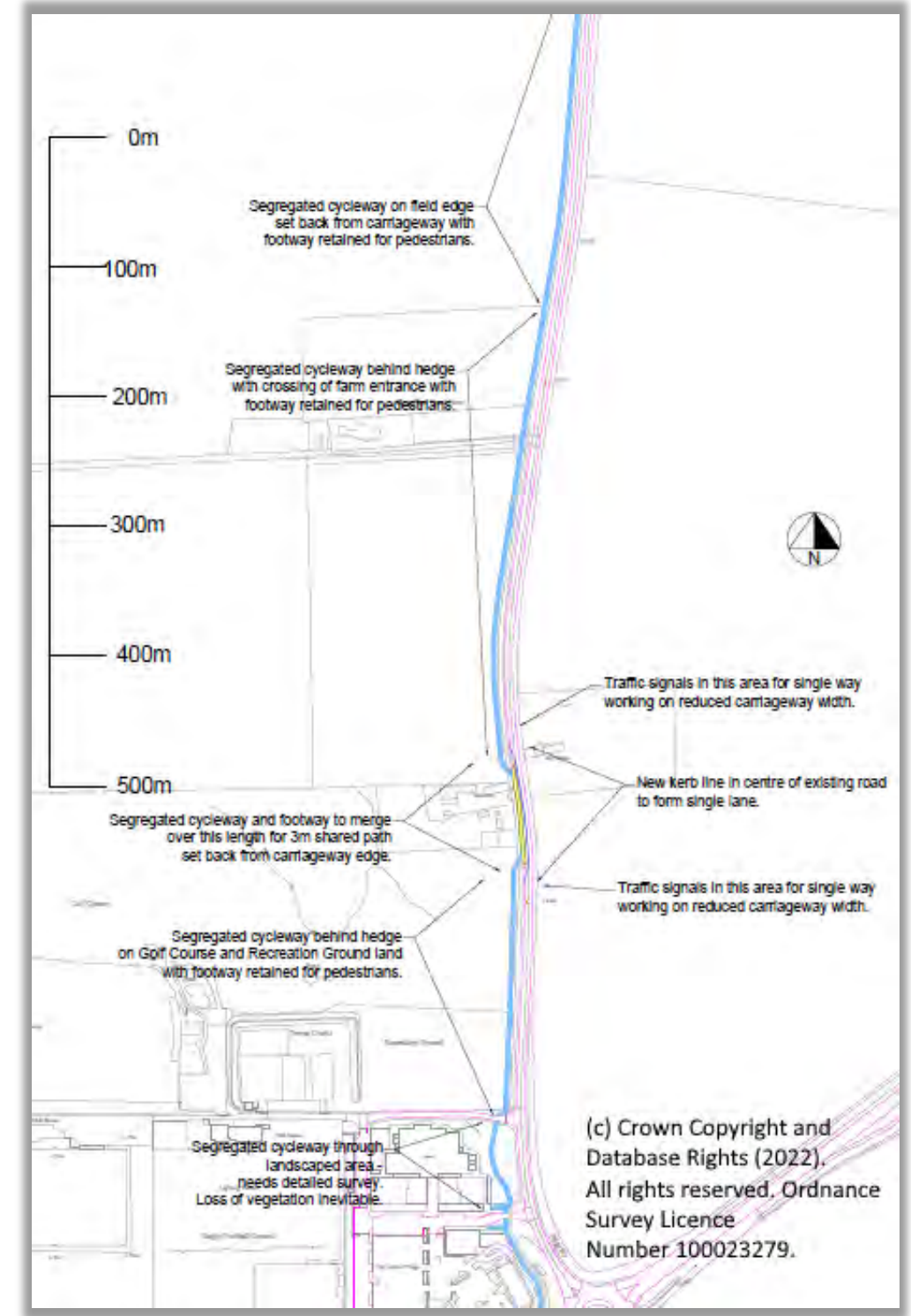
The options are outlined adjacent:

Key

-  Segregated bi-directional cycleway (min 3m width).
-  Footway (min 2m width) with level difference to cycleway.
-  Shared space with suitable tactile paving.
-  New kerb line or new carriageway.
-  Cycle route on road mixed with local traffic.



a. Plan showing possible new road construction to allow new cycleway to be created.



b. Plan showing traffic signals and arrangements for new cycleway and shared use path.



The two suggested options for this area are very different, but would both achieve suitable provision for walkers and cyclists, on a similar alignment. The new road option would avoid the need for shared use with pedestrians, but would include a mixed traffic section- where the traffic levels are likely to be very low.

Constructing a new road would be highly unusual as part of a cycleway scheme, but in many ways this is the simpler choice and the more achievable of the options. Pros and cons are considered adjacent:

It is not likely that either option will be easy and compensation for the loss of land and severance of land, for option a, is hard to determine at this stage. It may be that the changes to fields mean that other uses can be found for some of the land that might benefit the landowner or it may be that the land becomes difficult to farm. Detailed discussions will certainly be needed with the County Council and landowners for both options.

In reality it is hard to see how a satisfactory arrangement can be made for Option b and it is likely to be ruled out as an option by Cambridgeshire County Council.

a. New Road Option	b. Traffic signals option.
Likely to involve one landowner, plus highway land.	Will involve Recreation Ground, Golf Club and farm uses and accesses, so likely to be more challenging.
Requires significant amounts of land and will sever existing fields.	Land requirements are on the edges of existing land, so less intrusive.
No new traffic signals.	New traffic signals may not be supported by County Council and will need reduced speed limits.
Should be no significant safety issues with new road.	Finding a safe way for the signals to operate and allowing access for the two existing properties will be very difficult so this option unlikely to pass safety audit.
No significant impact on traffic flows.	Some delays likely at signals.
Construction works mostly away from carriageway so not very disruptive.	Construction works likely to be disruptive.
Some loss of hedgerows but opportunities for new. No ecology study completed, but mostly agricultural land.	Some loss of hedgerows but opportunities for new. No ecology study completed, but mostly field edge so likely to be more sensitive.
Costs not determined but could be similar. Needs detailed work.	Costs not determined but could be similar. Needs detailed work.
Maintenance should be similar to existing.	Maintenance more complex than existing.



View north from Leisure Village exit road showing Recreation Ground behind hedge.



View south towards Leisure Village Exit Road. New road for a would be behind hedge to left. New path for b would be behind hedge to right.



The most challenging section is between these two properties. For a there would be a road closure in this area. For b there would be new traffic signals in this area, with road narrowing.

ii. Field edge path along B1411

To the north of the Downham Road Farm there is still not sufficient space within the highway corridor to maintain two-way vehicular traffic and to have a path of sufficient width and set far enough back from the carriageway to comply with the requirements of LTN 1/20. However a field edge path following the road would be achievable subject to landowner's agreement. In places there is a hedge between the road and the adjoining fields, but over most of the distance there is no hedge. There are also some trees. Fencing and hedge arrangements will need to be agreed with the landowner and as part of any planning condition.



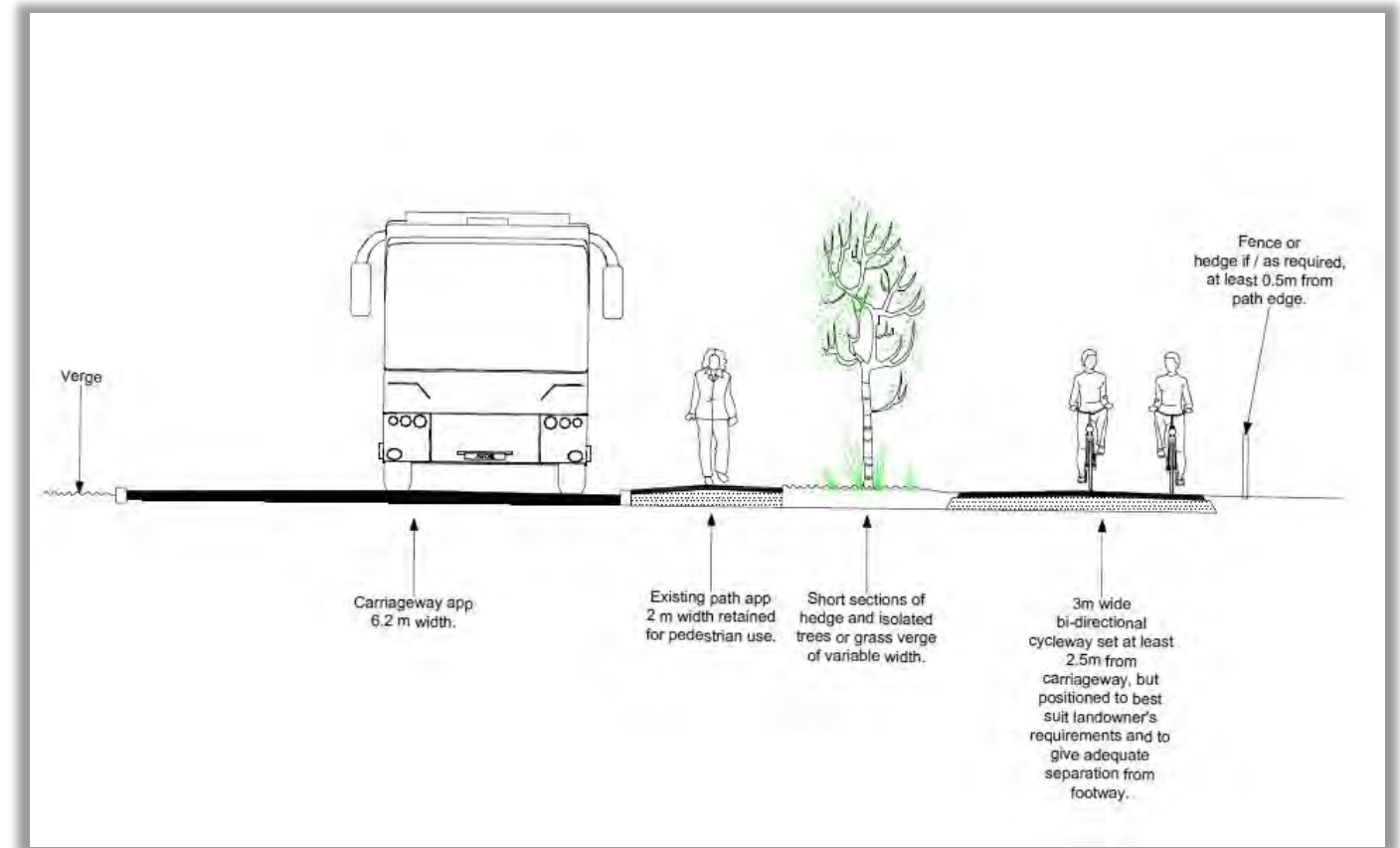
Existing path looking South (1).



Existing path looking South (2).



Existing path looking South (3).



Proposed path arrangement, subject to agreement with landowners.

### iii. Little Street to Little Downham centre

As the B1411 enters Little Downham from the south it becomes more constrained with houses on both sides of the road in the Little Street area. In this location a segregated cycleway that continues along Ely Road to the centre of Little Downham is desirable, because traffic volumes are likely to be too high for a mixed traffic solution.



*There is space in places for a segregated cycleway, along this part of the B1411 in Little Downham, but a continuous route would be difficult.*

The challenges along Ely Road between Little Street and Main Street are indicated in the plan right. The two areas with the biggest issues are:

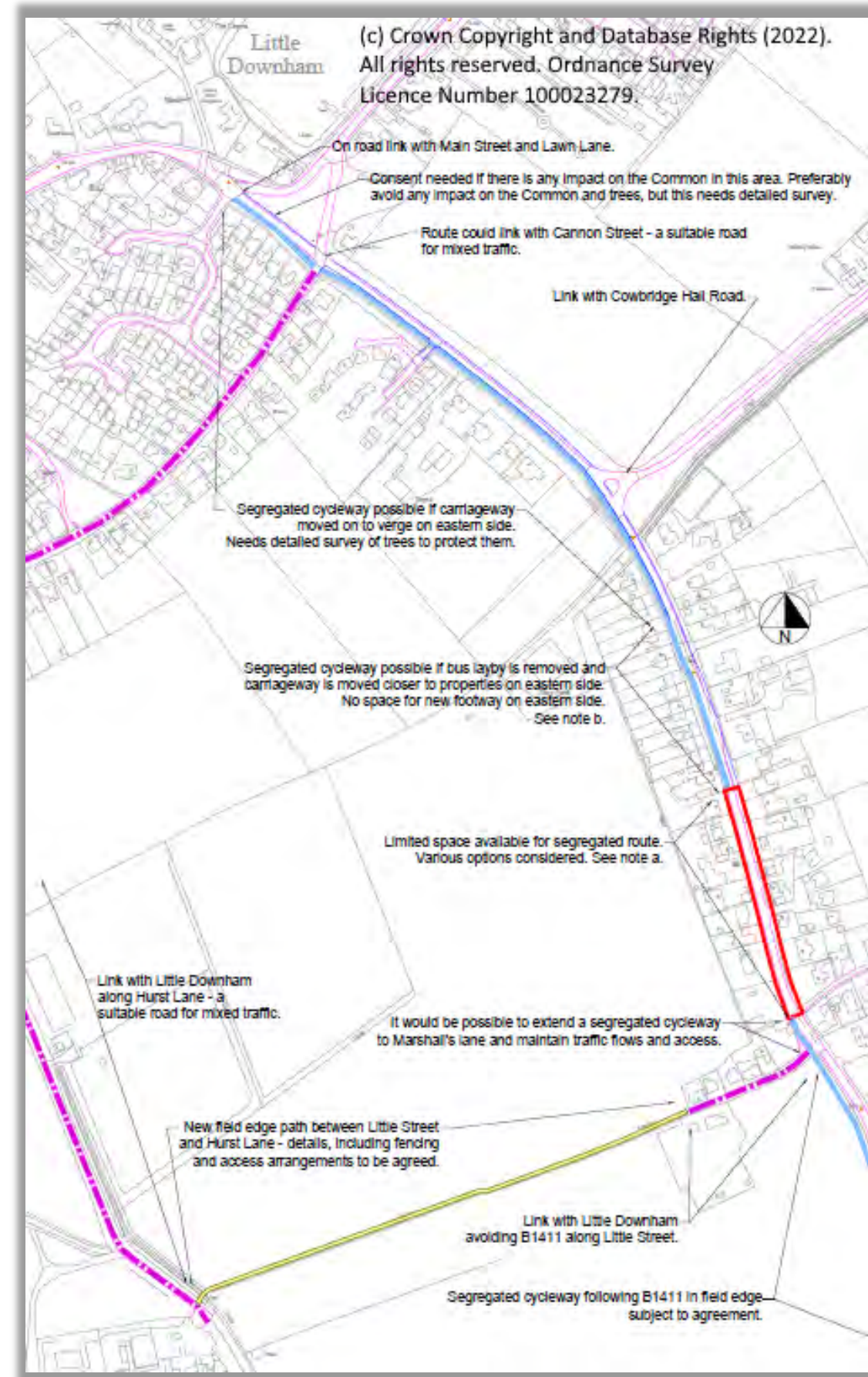
- a. In this area the highway width is narrow and is bounded by gardens on both sides. There is a continuous footway on the western side, but only a partial footway on the eastern side.

The idea of introducing traffic signals and single way alternate working has been considered. This would allow a segregated cycleway to be added on the western side and could work, but the major factors against are :

- o The length of the single way working would be large and could cause significant traffic delays.
- o There are a number of properties that access onto this stretch of road and it is hard to see how a safe system of access could be arranged.
- o The arrangement would reduce rather than enhance provision for pedestrians on the eastern side.
- o Accommodating a bus stop and “bus island” provides additional challenges and could be difficult.

An alternative might be to introduce a shared use path on the western side, which would be against the principals of LTN1/20 in such a location, but might work. The path width would need to be at least 3m with 0.5m separation from the hedge on one side and 0.5m separation from the carriageway on the other. With a 6m minimum carriageway this therefore requires at least 10m, which would need space from gardens and would take away the short length of footway on the eastern side.

- b. In this area the highway width is slightly greater and some verge has been used to form a bus layby. The layby could be removed and replaced with an in-line bus stop and it appears that the carriageway could be realigned into the eastern verge to allow sufficient space for a segregated cycleway, although this would not allow for a footway on the eastern side of the road. Highway boundaries would need to be confirmed.



*Plan showing issues and options on Ely Road, Little Downham.*

In addition to the lack of space between properties in places there is also some Common land off Lawn Lane and ideally this should be avoided. Any works impacting the Common would need special consent.

The ideal solution for a cycleway between Little Street and Main Street would be to take enough space from gardens and the highway to have footways on both sides of the road and a high quality segregated cycleway on the western side, but this is very challenging.



*Photos showing Ely Road in Little Downham, which has substantial verge space in places, but not continuously.*

The route (as shown in the photos) along Ely Road into Little Downham is an obvious alignment and provides good links with the whole of Little Downham, so the study initially considered this the preferred route. However, although high quality provision is desirable it is not feasible without major impact on many properties. This would be expensive and have a significant impact on many properties and an alternative alignment is therefore considered more feasible. The residents of Little Street may not welcome this, but the alternative would involve taking space from front gardens along Ely Road and that is unlikely to be popular.

The reality is that more confident cyclists wanting to access properties along the B1411 will continue on

road and the less confident cyclists wanting to do this will have limited choices. It is important for all who are continuing along Ely Road and for local residents that traffic calming is introduced with a 20mph limit within the village. Those wanting to access the rest of Little Downham need an alternative route to be delivered. A route along Little Street and Hurst Lane is therefore the recommended option.



*Little Street seen from Ely Road end. There is a gate and kissing gate at the end of Little Street and residents park at the end of the road.*

A route along Little Street requires few works, but surfacing issues at the western end will need to be addressed. As with Ely Road the road should be designated as a 20mph road.

At the Ely Road end, junction details will need to be agreed with the County Council (as highway authority) for a safe, convenient arrangement.

An onward route and arrangements at the western end of Little Street will also need to be agreed with the landowner and the County Council, because the alignment is a public footpath. These works may not be popular with local residents who will need to be engaged in proposals. This route then joins Hurst Lane near the end of the Hurst Lane Byway and the issues are the same as for Option 2, with Hurst Lane needing surfacing works and designating as a 20mph road.



*View along public footpath from Little Street end towards Hurst Lane.*



*View from Hurst Lane towards Little Street. (The public footpath uses an existing culvert). Pothole repairs and some resurfacing is needed on Hurst Lane.*

An alternative to using Little Street would be to use the byway (Fox's Drove) that links Ely Road and the Hurst Lane byway, as outlined in Option 2. This has the advantage of already being a right of way on bicycle, but it would be a more expensive option than using Little Street, because the link besides the B1411 would have to be built as far as Little Street in any case. Nevertheless both Little Street and the byway alternative are feasible alignments for both Option 2 and Option 3.

Option 3 Summary	
<b>Comparative Length</b>	<b>5.0km</b> (Lamb Hotel, Ely to Main Street Little Downham via Downham Road.) <i>(4.8km by road)</i>
<b>Likely estimated cost</b>	0.9km new road. 1.3km new field edge cycleway. 0.5km field edge shared use path, repairs to Hurst Lane.
<b>Engineering difficulties</b>	Construction of a new section of road is a major issue and will need to be to a high standard, but the alternative of traffic signals and off-road construction with the associated traffic management is likely to be equally challenging.
<b>Ecological issues</b>	Most likely issues would be if the route impacted on the golf course and in the area near the Leisure Village. There will need to be an overall gain in length of hedge and in field edge habitat.
<b>Land ownership issues</b>	Needs agreement of landowners for field edge works and new road.
<b>Other issues</b>	The route would be very obvious and likely to appeal to many users, but it has difficulties at the Little Downham end where the obvious alignment does not seem feasible and a more secluded off-road alignment is proposed. This would be an attractive and useful route, although at night people may choose to stay on the B road. Given the existing path besides the B1411 this route could provide a fully segregated cycleway and segregated footway.
<b>Overall</b>	This is an achievable route, with landowner agreement and is an obvious alignment, which faces challenges where widths are restricted, so needs major works in places.

## 6.4 Overview and Recommendations for Progress.

The proposed works for Ely and Little Downham are recommended with the priority being to improve links within Ely Leisure Village so that the new underpass crossing of the A10 can be more useful than at present. For the link between the Leisure Village and Little Downham one of the options outlined earlier needs to be completed:

**Option 1** – Route linking West Fen Road, Ely with the Leisure Village and then linking West Fen Road with West Fen Drove, Little Downham, using farm tracks and field edges.

**Option 2** – Route following an existing byway, which needs a new link with Ely Leisure Village and already links well with Little Downham, subject to surfacing improvements.

**Option 3** – Route following the existing road with new segregated facilities and then continuing along a residential street and field edges to link with the same byway as Option 2.

Distances have been measured between the centre of Ely and the centre of Little Downham, using the proposed routes and these are compared with the distance by road using main roads. All options use the new underpass to cross under the A10 at Ely Leisure Village.

	Option 1	Option 2	Option 3	Notes
<b>Comparative Length (Ely-Little Downham)</b>	3.5km	5.0 km	5.0 km	Ely City Centre to Little Downham Centre 4.8km by road, so all options are further, which is not ideal, but this should be an easy cycling distance. Option 1 significantly further.
<b>Likely estimated cost in Ely.</b>	High or very high for Downham Road route, which includes roundabout.	High or very high for Downham Road route, which includes roundabout.	High or very high for Downham Road route, which includes roundabout.	Without expenditure in Ely usage will be limited. Downham Road route likely to have higher usage than West Fen Road, but both need major changes to traffic flows in Ely.
<b>Likely estimated cost in Ely Leisure Village.</b>	Medium- cycleway links to all parts of the village needed from the underpass. Some cycle parking changes.	Medium- cycleway links to all parts of the village needed from the underpass. Some cycle parking changes.	Medium- cycleway links to all parts of the village needed from the underpass. Some cycle parking changes.	The aim would be to deliver infrastructure that was identified in a previous Masterplan and ensure it is LTN1/20 compliant. Important with or without Little Downham link.
<b>Likely estimated cost in Little Downham.</b>	Medium , no major infrastructure but measures needed to reduce speeds and establish 20mph zone.	Medium , no major infrastructure but measures needed to reduce speeds and establish 20mph zone.	Medium , no major infrastructure but measures needed to reduce speeds and establish 20mph zone.	Costs are the same for all options. Works beneficial even without Ely link.
<b>Engineering difficulties</b>	Paths may need to accommodate farm traffic, which increases the challenges.	Will need to accommodate all modes including equestrians and farm traffic.	Option includes new road which is major as well as working near highway.	Further work is needed to assess fully the engineering difficulties.
<b>Ecological issues.</b>	Not assessed.	Route follows watercourses so may be some sensitive issues.	Major issues likely to be loss of some hedgerows and habitats near the Leisure Village.	Ecological survey focused on Options 2 & 3..
<b>Land ownership issues.</b>	Agreement essential with a number of landowners.	Agreement essential for the link between the Leisure Village and the Hurst Lane byway. Possibly only one landowner.	Agreement essential and a major impact on one landowner.	It is assumed that landowners would be compensated for their loss of land and all works would be designed to ensure that they fitted with the operational needs of the landowners. The Local Authority does have powers to acquire land if needed or to create rights of way, but it is hoped that this will not need to be used.
<b>Overlooking and security issues.</b>	Remote route may not be appealing at night.	Attractive route. May not be considered appealing at night, but may well appeal to many wanting to access the countryside.	Close to existing road so route would be obvious and overlooked.	Option 3 unlikely to be as attractive as Option 2 but likely to be the best option in terms of personal security.
<b>Other constraints</b>	May be shared with farm traffic. Possible flooding.	May be shared with equestrians and farm traffic and some drivers.	Potential for segregated cycleway and segregated footway.	Full segregation likely to appeal to some users.
<b>Comments</b>	Route offers no advantages over Option 2 and is further so not recommended to progress.	Route is a good, attractive alignment, but only works with a good link with Ely Leisure Village and suitable surfacing for all users.	Route was not originally considered achievable, and it would be highly unusual to construct a new section of road for a cycleway, but it is an obvious alignment that is worth considering.	Efforts to be focused on Options 2 and 3, which need to include a good new link between Ely Road and Hurst Lane.

Based on the analysis of options the recommended alignments for a new route between Ely and Little Downham would be Options 2 and 3. In an ideal world both would be delivered – they have different characteristics and would give good choice and potential for circular routes, but both options will be expensive and with limited resources it is likely that one will have to be chosen.

Choices will need to be based on consultations and discussions with landowners as well as the costs and benefits of the choices.

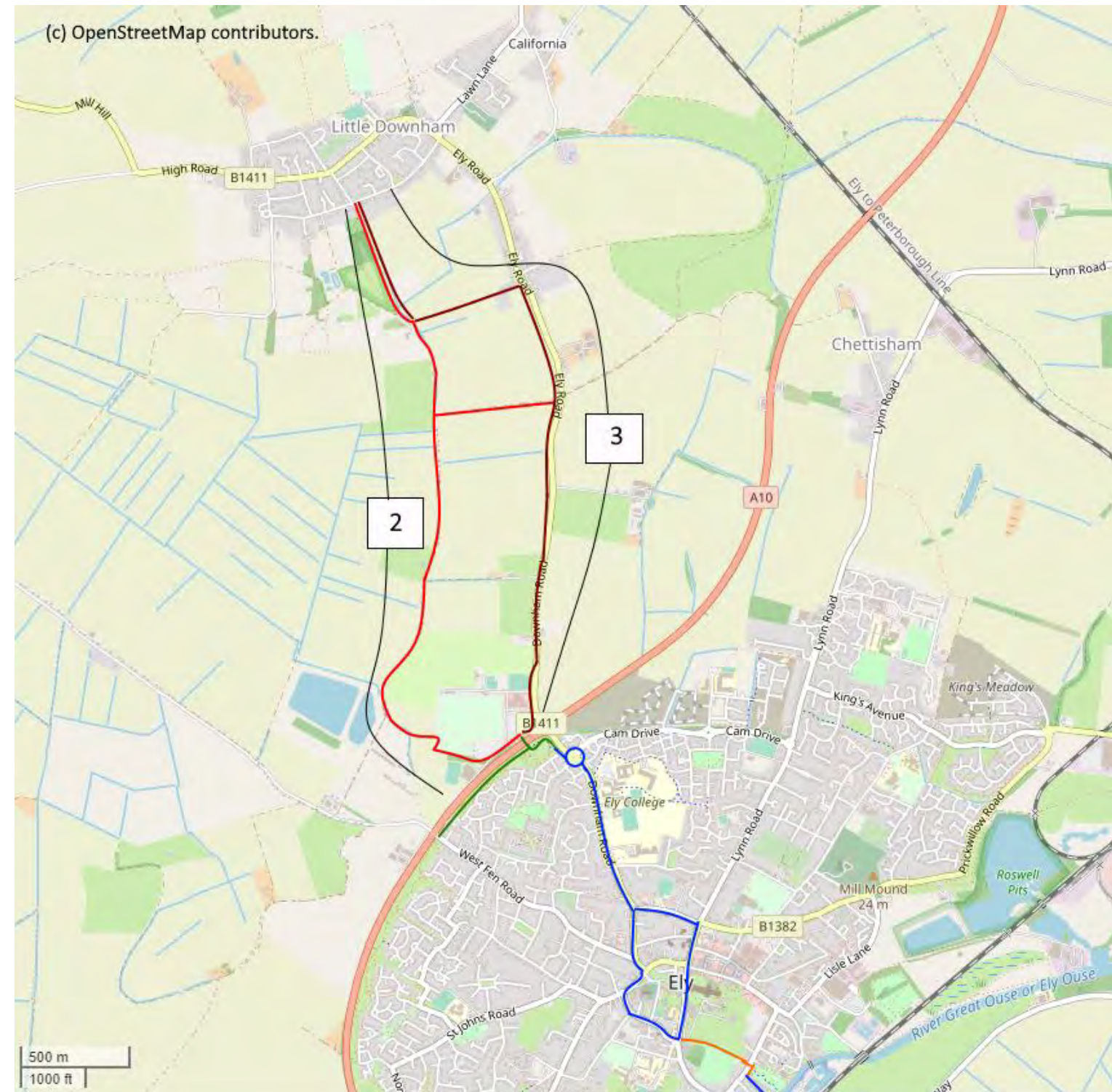
A plan showing Options 2 and 3 is adjacent. A summary of the route is:

- i. **Ely.** A comprehensive network plan is needed for Ely and given the narrow streets in the City Centre this will not be easy. It is hard to see an alternative to the introduction of bus gates and one-way streets to reduce traffic volumes to appropriate levels and to create the space needed for segregated facilities. For the link with Little Downham the recommended route is to use Downham Road and make Downham Road one-way, but West Fen Road is a possible alternative and Lynn Road also comes into the equation. A segregated cycleway along Downham Road is recommended along with major changes to the Downham Road/ Cam Drive roundabout.
- ii. **Ely Leisure Village.** The existing A10 underpass is a very useful facility but it does not provide a cycle link with any of the facilities in the Leisure Village. Addressing this is a priority with new paths needed across the site and some changes to cycle parking, as well as new road crossings. A new path linking

the Hive Leisure Centre and West Fen Road is also needed irrespective of whether Option 2 or Option 3 progress. This should be included as part of the Leisure Village works.

- iii. **Option 2.** This route uses an existing Byway which has rights for usage by people on foot, on wheels, on horseback and for farm traffic and other vehicles. There is however no right of access between the Leisure Village and the Byway at present and there are a number of choices, so negotiations are needed with landowners. There are various options. The byway itself is almost impassable at certain times and will need major works to make it suitable for all users. It joins with the road network in Little Downham in a seamless manner and it will be important that good quality surfacing is continued all the way into Little Downham.

- iv. **Option 3.** This option involves construction of a new segregated cycleway alongside the existing B1411. This will need private land and faces some major challenges at each end. Near Ely Leisure Village the simplest option appears to be to construct a short section of new road to allow the existing road to be used as a cycleway



and for local access. Other options are possible. At the Little Downham end a new link is needed to join up with Hurst Lane and Option 2, to avoid constrained parts of Little Downham.

- v. **Options 2 and 3 Links.** At the Little Downham end of the route there is a need to provide a new link between Ely Road and Hurst Lane for both Option 2

and Option 3. There are two obvious options – a byway or a public footpath. Both options will need to be considered although only one is needed and the more northerly option provides better links with Little Downham.

## 7. Potential Usage

There is little data on actual cycle usage between these communities, but some indication can be got from various modelling tools. The [Propensity to Cycle Tool](#) has been used to get an idea of potential usage. The tool was designed to assist transport planners and policy makers to prioritise investments and interventions to promote cycling. It answers the question: “where is cycling currently common and where does cycling have the greatest potential to grow?”, but it has to be used with care.

The tool uses census data to get information on local populations and local modal shares of journeys to work and school by bike and uses mapping data to get information about trip distances and geography. The tool is focused on journeys to work and school, because this is the data that is collected, so it does not allow for leisure and other activities.

The tool uses various scenarios such as “Go Dutch” whereby it assumes that the infrastructure and modal share are similar to a Dutch case, adding in factors for hilliness, which will deter usage. For East Cambridgeshire’s case there is no reason to see why Dutch levels of cycling could not be achieved. The tool also uses an “Ebike” scenario, which assumes that the use of Ebikes and Dutch style infrastructure will significantly increase the range and number of cycle trips.

In this case it is certainly not possible to assume Go Dutch for the whole population unless major changes are carried out across the whole of Ely, given the low levels of cycling in Ely. This is a clear indication that Ely is currently way short of the Go Dutch level. However in terms of Ely – Little Downham it would be reasonable to assume Go Dutch provision if continuous Dutch style infrastructure were provided in Little Downham,

along the new link, through Ely Leisure Village and along Downham Road to the City Centre and on to the railway station and employment sites there.

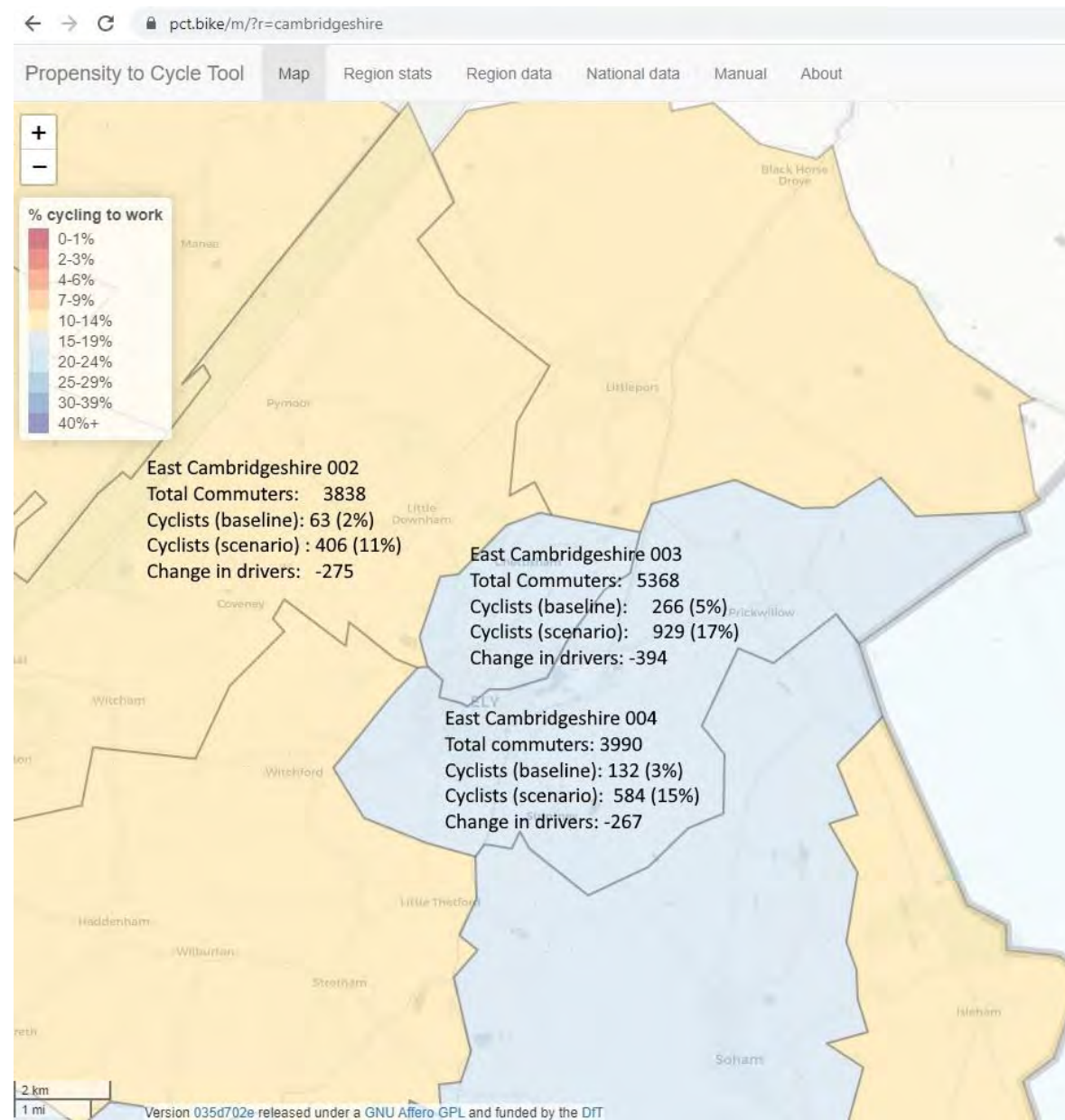
Under the “Go Dutch” scenario figures have been collated for Little Downham with the expectation that the major commuting and school trips would be from Little Downham to Ely and this will give an indication of potential usage of a new link. Realistically a significant proportion of Little Downham commuters will travel elsewhere than Ely and there will be some commuting from Ely to Little

Downham, so the figure could be a reasonable indication of potential usage.

It should be noted that commuting trips are a low proportion of all trips and commuting patterns have changed since the start of the Covid-19 pandemic. Nevertheless the tool shows the potential for increased usage including a big potential increase in school trips, presumably based on cycling to and from College, in Ely. This would mean a major shift from being driven to school in cars or buses.

The numbers shown in the map are numbers of people rather than trips and are for commuting trips only.

Whilst the tool does not allow for attractiveness it is likely that if a very attractive and direct “Dutch” style route is developed (perhaps linking with other routes) it will attract significant leisure users and walkers in addition to the figures above. This would be more likely for Option 2 than Option 3.



Data from the Propensity to Cycle Tool is shown adjacent on the map adjacent and is summarized in the Table below:

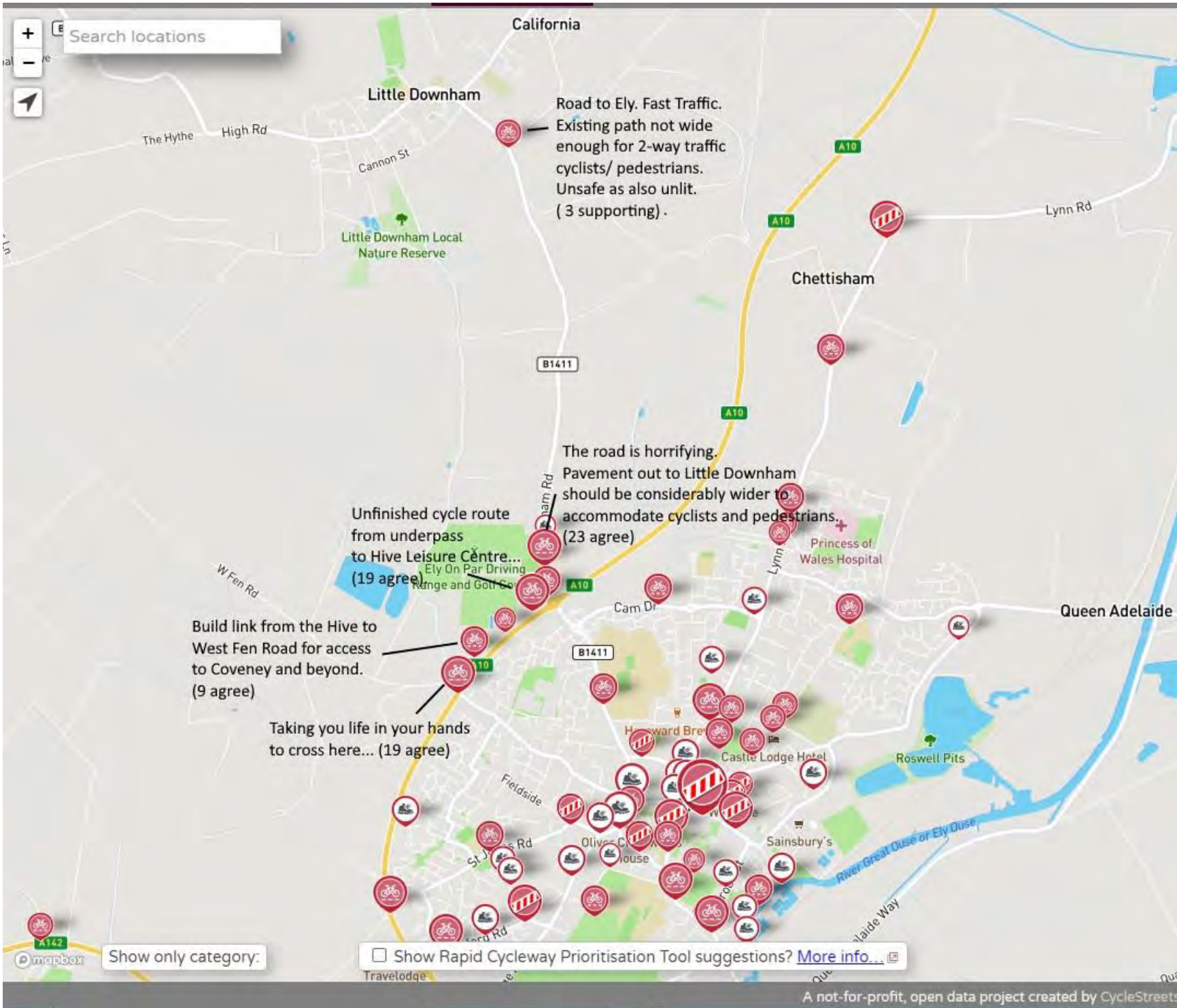
Scenario	East Cambridgeshire 002 (Little Downham)	East Cambridgeshire 003 (Part of Ely near Downham Road)
Cyclists baseline commuters (from 2011)	63	266
Go Dutch Commuters	406	929
Ebikes Commuters	577	1133
Cycling School trips (2011)	2	35
Cycling school trips (Go Dutch)	111	372



Other ways of assessing potential demand include on-line tools such as Widen My Path and there are a relatively large number of entries, which are a useful check to ensure that issues raised have been considered in this study.

The extract from Widen My Path shown below has comments added in for ease of viewing. The live version can be seen at <https://www.widenmypath.com/suggest/#14/52.4171/0.2559>

The comments on Widen my Path include lots of comments about incomplete routes within the Leisure Village, as well as concerns about the existing Little Downham to Ely road. A demand for a link with West Fen Road is associated with links



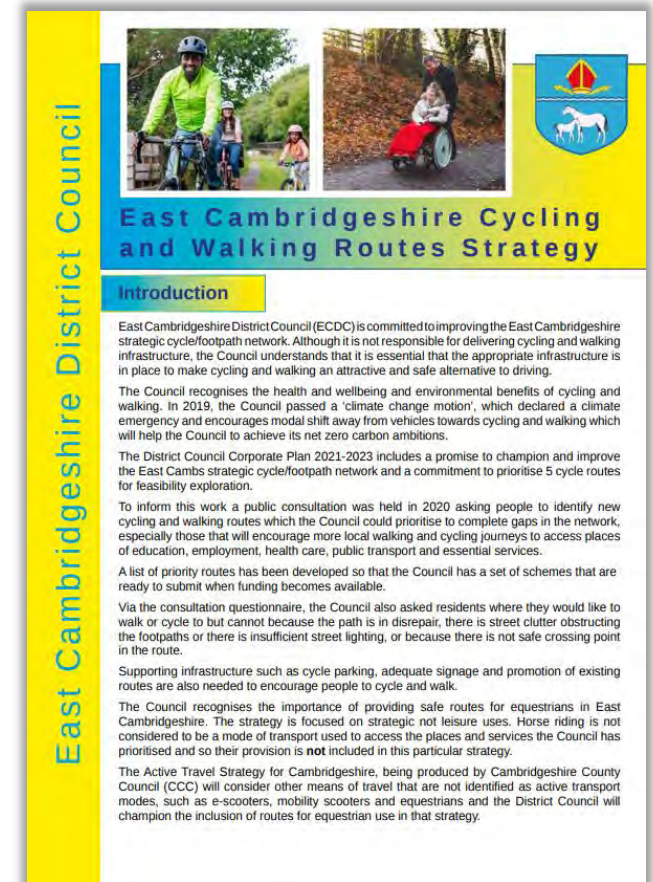
Extract from Widen My Path

with Coveney, which is a reminder of the value of a link there irrespective of what happens with the Little Downham link.

Comments are unsurprisingly focused on routes that people are currently familiar with and it is likely that even if there is an excellent route away from the B1411 there will remain some demand for improvements along the B1411. It is highly likely that most of the comments are from existing cyclists, but if there is going to be a big increase in cycling a lot of people who do not cycle will need to start cycling. Many of these may be put off by safety concerns.

As mentioned earlier East Cambridgeshire has conducted surveys as part of the Cycling and Walking Routes Strategy.

The full report is at <https://www.eastcambs.gov.uk/sites/default/files/agedas/Cycling%20and%20Walking%20Routes%20Strategy%20webAC.pdf>



In total 309 cycle routes were proposed. Given the size of Little Downham there was significant interest with Ely-Little Downham being ranked 9<sup>th</sup> amongst the suggested priority routes.

## 8. Land Ownership

The most complicated part of the development of any new route is likely to be the need to get landowners' agreement. Time and funding needs to be allocated for this and if necessary the Local

Authority needs to be willing and able to use Statutory Powers to deliver the proposed routes. This should however be a last resort and the aim should be to build good relationships with all landowners.

Sustrans has done some research on land ownership in the area. The individual parcels of land can be seen in the adjacent plan, including the crucial area around the Leisure Village, where some of the land is golf course, sports fields etc.. Whilst the Leisure Village is shown as having many individual parcels of land the planning application

for the whole site was led by Turnstone Ltd and their agents were Carter Jonas, so the team involved with that project should be familiar with all of the landowners in the area.

For farmland it is likely that some landowners will own more than one parcel of land and it is very likely that the people living on or farming some of the land are not the owners.

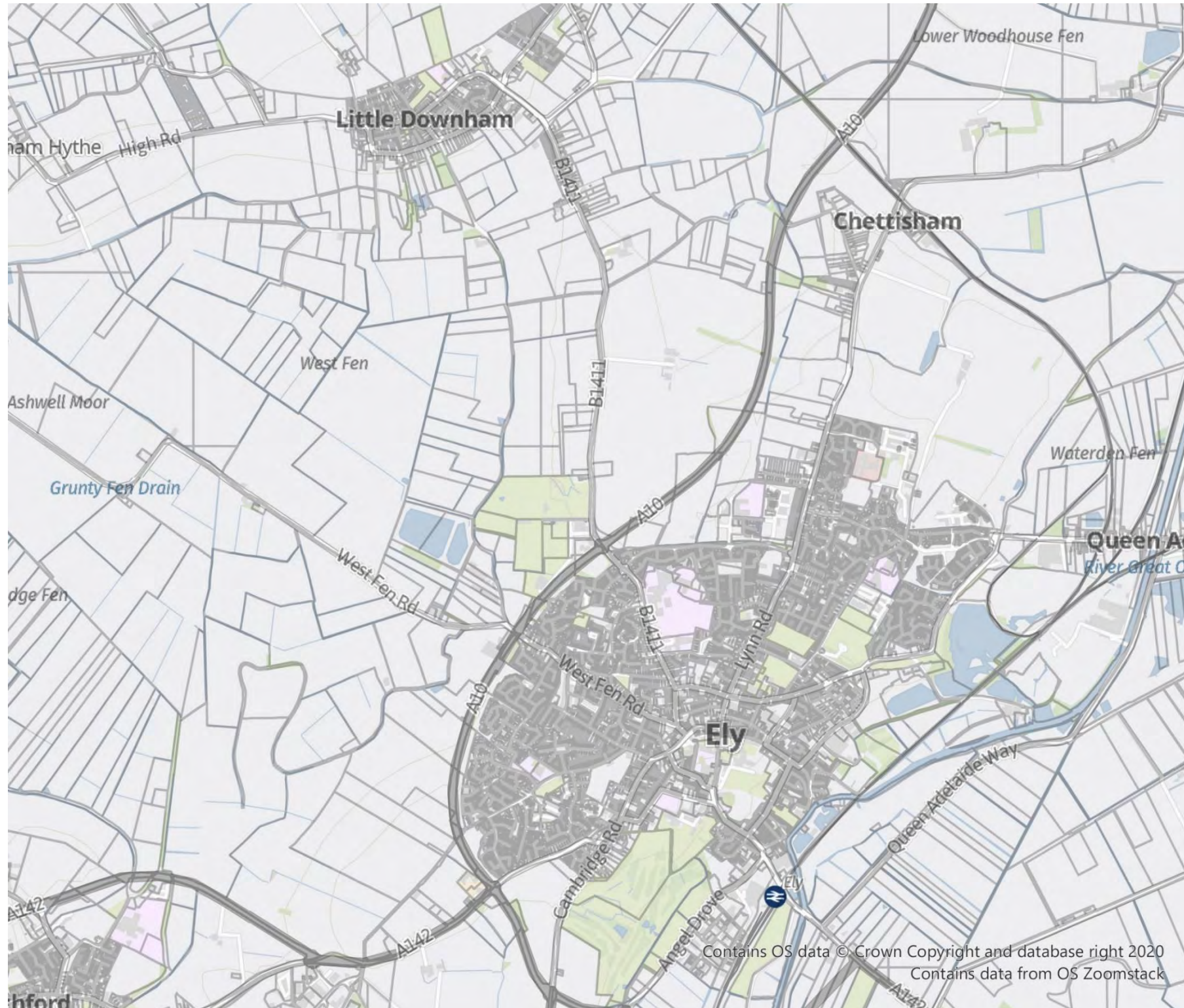
Although landownership data is widely available from The Land Registry at <https://www.gov.uk/search-property-information-land-registry> Sustrans considers that ownership details should be kept confidential until discussions have been had with the landowners concerned. Sustrans is providing information on land ownership to East Cambridgeshire District Council separately to this report, but this is unlikely to be complete or to tell the whole picture, as to who the key people are who need to be contacted. Indeed it is likely that Parish and District Council Officers and Councillors may already know many of the key landowners and this may be the best place to start.

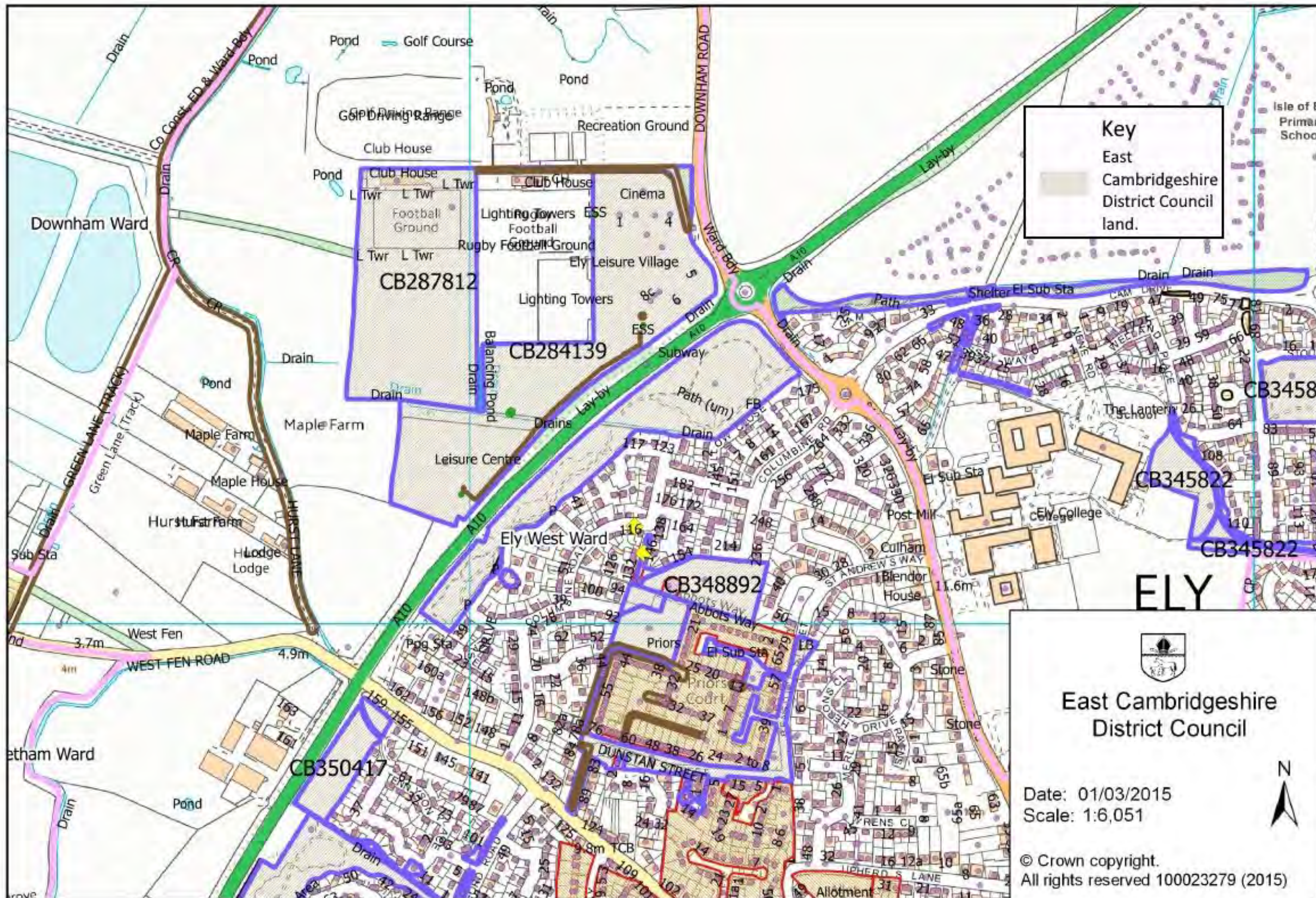
It does not appear that Cambridgeshire County Council own land in this area with their County Farms Estate as can be seen at <https://maps.cambridgeshire.gov.uk/?tab=maps> under Public Sector Assets/ Rural Assets. Cambridgeshire County Council also hold records of the extent of highway land including the recorded widths and positions of rights of way. This will be important for the byways that are part of this study and could be important for any route along the B1411.

East Cambridgeshire District Council does however own land in and near to the Leisure Village and this is shown on the following page. The Sports Clubs will also presumably either own or lease the land that they use which adjoins District Council land.

Where developments have or are taking place the developers have to declare their land ownership and this can provide some useful information and the planning process can be a good way of obtaining agreement for new provision on private land.

*Plan showing individual land parcels*





Plan showing East Cambridgeshire District Council land ownership

## 9. Ecological assessment

A full ecology report has been produced and a summary is below:

Ecological Summary	
<b>Introduction</b>	
<b>Scope and limitations of ecological assessment</b>	The likely ecological constraints for route options R2 (Hurst Lane), R3 (B1411) and for works at the roundabout at TL 5348 8129 have been assessed by Jacqui Green of Green Environmental Consultants in June 2022 <sup>1</sup> and are summarized below. A Preliminary Ecological Appraisal in line with CIEEM (2017) guidelines <sup>2</sup> was undertaken including walkover assessments of both routes from public footpaths and highways. Some features situated on adjacent land, such as agricultural drains, could not be closely inspected. As this project is in feasibility stages and the design has not been finalized this should not be considered to be a comprehensive assessment, but allows comparison of the ecological impacts of the different routes and identifies any major constraints for the proposal.
<b>Viability and risks summary</b>	<p>No barriers to route creation have been identified for either route option, however, if water vole were found to be present, and impacts cannot be avoided along R2 this would be a significant constraint on route creation. Green Environmental Consultants have concluded that the ditches along Route 2 have some potential although spot checks did not find signs of their presence. In order to determine the viability of this route a water vole presence/absence survey should be undertaken. If present an assessment should be undertaken of whether a sufficient buffer zone (usually a minimum of 3-5m) can be maintained from the ditch or whether sympathetic construction methods can be used to avoid damage to burrows and disturbance of water voles in them. If impacts cannot be avoided for a length of habitat exceeding 50m, a translocation program would be required under license. Not only would this be expensive and disruptive for individuals; licenses are only issued as a last resort.</p> <p>Other protected species may be present along both route options and will have associated costs for survey, mitigation and/or licensing, but these are considered unlikely to be prohibitive.</p> <p>The provisional biodiversity unit loss calculated is similar for R2 and R3 although it should be noted that the baseline units for R3 could change significantly dependent on the detailed design of the road realignment whereas the baseline units for R2 are unlikely to alter significantly at the detailed design phase.</p>
<b>Ecological baseline</b>	
<b>Designated nature conservation sites</b>	One site of international importance was situated within 5km of the proposal (Ouse Washes SPA and Ramsar site) and one nationally important site (Chettisham Meadow SSSI) was situated within 1km of the route. These, and two non-statutory locally important sites were judged by Green Environmental Consultants to be outside the zone of influence of this proposal. A single designated nature conservation site was determined to be within the zone of influence: Little Downham LNR, a locally important site with statutory importance situated adjacent to the route.
<b>Habitats</b>	<p>The proposed footprint of R2 encompasses hard standing and modified grassland along Hurst Lane. Wet and dry ditches, hedgerow and modified grass verge are situated alongside the existing track. The route will cross hedgerows and other neutral grassland to link with the leisure centre in the south. Fox's Drove comprised a 4.5m wide bare farm track with 0.5m wide grass margins bound by hedgerows.</p> <p>R3 and the proposed road diversion are primarily situated through arable fields and other neutral grassland, but also pass through field boundaries comprising hedgerows and/or drains. The habitat within the golf course could not be viewed in its entirety during the field survey but included an area of dense scrub. Little Lane comprises a tarmac road at the east and then a narrow footpath bound by a hedgerow and arable field.</p> <p>The soft landscaping on and around the roundabout included modified grassland, other neutral grassland, shrub planting and a hedgerow.</p>
<b>Species with statutory controls</b>	Green Environmental Consultants have identified suitable habitat along R2 for great crested newt, nesting birds, commuting and foraging bats (no habitats suitable for roosting were noted but not all trees were closely inspected), water vole and reptiles. R3 has only been identified as having habitat for nesting birds unless the route is situated through the golf course, in which case habitat for great crested newts and reptiles may be present. No badger activity has been recorded, but their absence cannot be assumed.
<b>Notable species/assemblages</b>	Green Environmental Consultants have identified records of hedgehog and suitable habitat is present for this species along both routes.

<sup>1</sup> Green, J. (2022) Green Environmental Consultants Report Number: 1564/1 Proposed Cycleway Ely to Little Downham Cambridgeshire Options Hurst Land and B1411 Preliminary Ecological Appraisal.

<sup>2</sup> CIEEM (2017) Guidelines for Preliminary Ecological Appraisal, 2nd edition. Chartered Institute of Ecology and Environmental Management, Winchester.

<b>Ecological Summary</b>	
<b>Anticipated impacts</b>	
<b>Designated nature conservation sites</b>	As the route uses an existing road past Little Downham LNR with no construction, no impacts on habitats within this site are anticipated.
<b>Habitats</b>	<p>Both route options will include some loss of commonly occurring habitats and sections of hedgerow (a habitat of principal importance). Construction would be in close proximity to hedgerows, trees and ditches with potential to accidentally damage these.</p> <p>Green Environmental Consultants have undertaken a provisional biodiversity unit calculation to estimate anticipated habitat loss for the two routes. This assumes a 5m corridor of habitat lost for path construction and 20m for road construction.</p> <p>R2 (including Fox's Drove but excluding any route through the leisure centre) would likely result in the loss of up to 5.68 Habitat Units with 1.45 hedgerow units if hedgerow removal were required to accommodate a path along Fox's Drove. It is considered likely the hedgerow removal can be avoided. This is likely to change slightly at the detailed design phase. The links through the leisure centre will likely add between 0.04 and 1.96 units dependent on the preferred route.</p> <p>Green Environmental Consultants have calculated that the R3 option including new road creation may result in the loss of 13.00 Habitat Units and 0.04 Hedgerow Units, although this may change significantly dependent on the route and design of the new section of road proposed. The alternative route through the golf course may equal 11.41 habitat units and 0.34 hedgerow units lost, although this figure is provisional only as the habitat within the golf course could not be fully assessed.</p> <p>The cost of biodiversity offsetting is highly variable at the time of writing as this is an emerging market but offsetting units can cost between £15,000 and £40,000 per unit. A 10% net gain will be mandatory for schemes beyond November 2023.</p>
<b>Species with statutory controls</b>	Both route options have potential for impacts that would contravene current legislation in relation to great crested newt, nesting birds, badger and reptiles. Impacts on roosting bats may be anticipated if trees with potential roost features are to be affected. R2 has potential to impact on water vole if present in contravention of current legislation.
<b>Notable species/assemblages</b>	Green Environmental Consultants have not identified any likely impacts on the population status of notable species or assemblages from the proposal
<b>Recommendations</b>	
<b>Further survey and assessments to ensure compliance with statutory legislation</b>	The PEA must be updated for the detailed design to include any additional works areas, access or storage to assess potential risks to species with statutory controls. Based on the outline route options Green Ecological Consultants have recommended surveys for water voles and, unless using the District Level Licence, great crested newts. Should trees be impacted that have not already been assessed, these should be checked for potential roost features. A reptile survey has been recommended for the option that passes through the golf course. A pre-construction check for badger setts has been recommended as best practice.
<b>Further surveys and assessments to ensure compliance with planning policies</b>	The PEA must be updated for the detailed design to include any additional works areas, access or storage to assess potential risks to species and habitats protected through the planning process. A Biodiversity Net Gain scheme will also be required based on an updated assessment for the detailed design.
<b>Additional considerations for detailed design</b>	<p>The detailed design, including the location of temporary access points, storage and works compound should;</p> <ul style="list-style-type: none"> <li>- Minimise habitat loss, retaining trees, hedgerow and ditches where possible.</li> <li>- Avoid fencing and lighting where possible, or design for minimal impacts on wildlife if essential.</li> <li>- Include biodiversity enhancements within 'hundred humps field' and the LNR, hedgerow planting where appropriate and provision of low maintenance invertebrate habitats on the roundabout.</li> <li>- Any biodiversity net gain requirements.</li> </ul>
<b>Licences which may be required.</b>	Mitigation licences may be required for badger, bats and water vole if impacts cannot be avoided. Potential impacts to great crested newts can be mitigated via enrolment in a district licence or precautionary methods of works.
<b>Construction and Environmental Management Plan (CEMP)</b>	<p>A CEMP must be prepared that includes a pre-commencement check for badger setts and protection measures for;</p> <ul style="list-style-type: none"> <li>- Retained trees, hedgerows and watercourses/ditches</li> <li>- Reptiles and nesting birds</li> <li>- Other habitats and species identified in further assessments</li> </ul>
<b>Landscape and Ecological Management Plan (LEMP)</b>	A LEMP is required to protect and enhance habitats and species populations along the route for a minimum of 30 years and must include detailed information on the funding and responsibilities for implementation to ensure compliance.

# 10. Community engagement

Community engagement will be essential for delivery of the project. East Cambridgeshire District Council have already seen that there is a demand for the route as part of their Cycling and Walking Route Strategy, but engagement will need to be taken to another level now that the details of any work are becoming clearer.

Sustrans has not undertaken Community Engagement as part of this study, but this is clearly a high priority to progress the proposals.

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## 10.1 Evidence of Support

There is some evidence from the Cycling and Walking Strategy and from social media, but local groups have not been asked to comment at this stage.

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## 10.2 Audit of Engagement Risk

At present we envisage that the major risks are likely to be:

- Landowners who do not want the route because of security, financial or other concerns.
- Members of the community in Ely and Little Downham, who may not want changes to the street environment, including one-way or bus gates.
- Occupiers of the Leisure Village who may be concerned about loss of planting at the Leisure

Village and changes to newly installed infrastructure there.

- Sports club members and users who may object to any changes to sports facilities.
- Residents in Little Street, Little Downham and the West Fen Road/ Hurst Lane area who may object to increased public access.
- Users of the byways and public footpath near Little Downham who may be sensitive about changes of use and habitat loss or who may object to surfacing works and/ or changes in the number and types of users.
- Drivers who may object to the impact of road closures and works.

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## 10.3 Audit of Engagement Opportunity

The works in Little Downham, Ely Leisure Village and Ely itself stand to bring benefits for the whole community and there needs to be extensive engagement across the communities including with schools, clubs and residents groups as well as the Parish Councillors, District and County Councillors.

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## 10.4 Community Engagement Plan

At this stage there has not been Community Engagement, although Sustrans regards this as vital for the success of the proposals.

The early stages of community engagement will need to start with the Parish Councils and the District and County Councils and be directed by the wishes of the elected members, but this will need to be handled delicately, so that relations with landowners are not damaged. Landowners should know at a very early stage what is being proposed and need to understand that nothing is finalised yet and their wishes will of course be taken into account.

A community engagement plan might include:

- In-depth discussion with landowners.
- On-line consultation and poster, leaflet campaign.
- Consultation meetings in Little Downham and Ely, including liaising with Sports Clubs and Leisure Village users.
- Events in Little Downham, The Leisure Village and Ely.
- Walk through of proposals.
- Meetings with businesses.
- Presenting at Council meetings etc.
- The completion of Healthy Streets Audits for the villages. This can help engagement in the wider issues.
- Consultation meetings or events outside the immediate area, such as involving Coveney or communities further from Ely than Little Downham.

# 11. Key stakeholder engagement

All key stakeholders should be engaged at this stage. This can be informal discussions that can give an indication of likely acceptance of the scheme and likely issues that will need to be examined more carefully at Detailed Design.

Key Stakeholders might include:

- Little Downham Parish Council
- City of Ely Council
- Businesses at Ely Leisure Village
- The Hive Leisure Centre
- Ely Outdoor Sports Association
- Ely Tennis Club
- Ely Squash and Leisure
- Ely on Par Golf Club
- Ely City Football Club
- Other users of Ely Leisure Village
- Local Public Rights of Way Team
- Greater Cambridge Partnership
- Cambridgeshire County Council
- Combined Authority
- British Horse Society
- Ely Cycling Campaign
- Natural England
- Disability Groups

## 12. Legal Agreements, Planning Application and other Approvals

All of the options will need planning approval for the off highway construction works and will need highways approval and the appropriate orders for highway works.

Where new routes are not following appropriate rights of way or public highway legal agreements are likely to be needed with the landowner. These will need to grant rights for users and allow for construction and maintenance of new paths. The signatory for the legal agreements will need to be agreed at an early stage in discussions between East Cambridgeshire District Council and Cambridgeshire County Council and budgets will need to be provided. There will also need to be consideration as to when and how statutory powers might be used if there is no progress in negotiations with landowners, but the aim should be to avoid this if possible.

It is not possible to say at this stage exactly how much land will be needed or where exactly paths should be positioned. They will need to be positioned to suit landowners' requirements such as farm operations. For instance where a path follows a ditch or drain, space may need to be left to allow access for clearing the drain, without damaging the path. It is to be expected that many landowners will require new fences or hedges to demarcate boundaries and maintenance of these will need to be agreed. Where there are hedges or fences there should be a space of at least 1m between the edge of the hedge or fence and the path edge, so the minimum width required for any new route is likely to be 5-6m. Where there are new ramps they will

require significantly more space and may also need land, where material can be dug to form earthwork ramps. Ecology requirements and the need to protect trees may also increase the width required and, if horses are to be allowed for, an even greater width will be needed. In addition it is important to consider how a path and other features will be constructed and maintained. Space will need to be allowed for a site compound for construction and access routes and rights will need to be agreed for construction and maintenance vehicles and plant. All of these are matters that a skilled negotiator will need to consider, whilst developing a good understanding with landowners of the issues that are priorities for them.

Until discussions with landowners have progressed it is too early to be discussing planning details with the planning authority, but at the appropriate time pre-app discussions should be undertaken with the relevant local Authority to understand the issues that might come with an application and to inform the work likely to be needed at the Detailed Design stage.

Cambridgeshire County Council will need to be closely involved in discussions about highways matters including rights of way, road crossings, re-allocation of roadspace and changes to traffic flows.

An important part of the planning process is the consideration of options that this study forms part of and it will be important that there is further community engagement to help the planning process.

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### Problems likely to arise

The planning process can be slow, but the lengthiest process may be in obtaining the necessary ecology consents that will be a requirement of any planning application, so these processes should start as soon as possible in the design stage and should not be left until the end.

Any impact on Commons would need a formal Commons consent and that can also be slow, so needs to start early, if impact cannot be avoided.

For the planning process there may be objections to new paths, but with good design and community engagement this should not be a barrier to planning approval.



# 13. Construction and Maintenance

Any works on the highway will need traffic management and will need suitable facilities for construction or maintenance staff including a site compound for equipment and materials storage. Works on byways and away from the highway will require suitable site compounds and access from the road network.

## Within Ely

- Any changes to traffic flows will have knock on effects elsewhere and will need to be carefully managed and planned as part of a separate programme. This would ideally be linked with any works at the Downham Road/ Cam Drive/ Columbine Road roundabout, with a site compound likely to be needed in this vicinity, if this progresses. If a Dutch style roundabout is to be built it is important that lessons are learnt from the construction of the Fendon Road roundabout in Cambridge.

## Within Little Downham

- Whilst the extent of highway works in Little Downham may not be major work will need to be done in stages with traffic management and site facilities moving as works progress. If there is a site compound on Hurst Lane, in Little Downham this would be a good central location to manage works in Little Downham as well as on the byway.

## Within Ely Leisure Village and new links to the Leisure Village

- Space will need to be allocated within the Leisure Village for a site compound and for works to take place in a safe way that minimises impact on existing users.

## Option 2

- For Option 2 the appointed contractor will need to choose which end of the byway to work from or whether to work from both ends but at least one site compound near one of the ends will be needed. It is desirable that materials are brought to site off the A10 rather than through Little Downham, but if this were to be the case temporary measures would be needed to protect the byway at the southern end which is not going to be surfaced. If access to the byway can be arranged from the Leisure Village this would be a good option with a site compound within the Leisure Village and materials brought to site off the A10 and through the Leisure Village.

## Option 3

- Whilst Option 3 will include works on the existing highway (which will need careful traffic management) the bulk of the work should be away from the highway and it will be important to select site compounds that allow construction workers to work whilst minimizing their interaction with traffic on the B1411. It is therefore likely that two site compounds and working areas will be needed – one on each side of the B1411.

## Options 2 and 3

- For both Option 2 and Option 3 time of year could have a significant impact on construction. The Hurst Lane byway can get very muddy in winter and from a construction point of view summer would be a better option. Ecological factors also need to be considered.

## Maintenance

- Major maintenance works will need similar compounds as for construction but the most regular maintenance need is likely to be hedge cutting and vegetation management, which can be done from the route. Access for maintenance will need to be allowed for in the design.

# 14. Cost estimates

Options 1 to 3

At this stage costs are very approximate, based on estimated costs/ m or estimated unit costs. The highway works have the highest range of costs, because little is known about the construction of the existing carriageway or the services within the highway. Traffic management can also be a highly variable cost.

For the new road construction Sustrans has very little experience of costings and it will be advisable to check this. Although the costs of constructing a new section of road are high the length is not long as a proportion of overall works.

For the byway construction the major issues are the users of the path and the poor state of the existing Hurst Lane byway with the need for much more substantial construction for farm vehicles than for people on foot or cycles and also the engineering complexities, which are unclear at present.

For the field edge path options it has been assumed that farm traffic will not be using the path, although crossing points may be needed occasionally.

Item	Item description	Unit	Low cost per unit	High cost per unit	Quantity	Low total cost	High total cost	Notes
Option 1	2.5km new path	Linear m	£190	£250	2500	£475,000	£625,000	Higher cost likely with farm traffic.
Option 1	0.4km new path	Linear m	£170	£230	400	£68,000	£92,000	Needed in any case for Coveney link and to avoid A10 crossing.
<b>Option 1</b>	<b>Total</b>					<b>£543,000</b>	<b>£717,000</b>	<b>Only recommended to progress the 0.4km new path link between Hive Leisure Centre and West Fen Road.</b>
Option 2	2.5km byway works	Linear m	£200	£300	2500	£500,000	£750,000	Byway in poor condition.
Option 2	0.6km byway link	Item	£190	£250	600	£114,000	£150,000	Link in better condition than Hurst Lane byway.
Option 2	Concrete Pads for farm vehicles.	Item	£10,000	£20,000	4	£40,000	£80,000	Pads needed where farm vehicles turn across path.
Option 2	Hurst Lane Surfacing repairs	Item	£25,000	£50,000	1	£25,000	£50,000	Mainly potholes but may need surfacing at southern end.
<b>Option 2</b>	<b>Total</b>					<b>£679,000</b>	<b>£1,030,000</b>	<b>Construction in winter likely to be more costly due to ground conditions.</b>
Option 3	0.9km new road	Linear m	£400	£650	900	£360,000	£585,000	Land costs unclear.
<b>Option 3</b>	Changes to existing road	Item	£10,000	£20,000	1	£10,000	£20,000	Bollards, signing.
Option 3	1.3km field edge path by B1411	Linear m	£170	£230	1300	£221,000	£299,000	Assume no farm vehicles using path.
Option 3	0.5km field edge path	Linear m	£170	£230	500	£85,000	£115,000	Assume no farm vehicles using path.
<b>Option 3</b>	Hurst Lane Surfacing repairs	Item	£25,000	£50,000	1	£25,000	£50,000	Mainly potholes but may need surfacing at southern end.
<b>Option 3</b>	<b>Total</b>					<b>£701,000</b>	<b>£1,069,000</b>	<b>New road and land costs need to be reviewed.</b>
<b>Option 3 Extra Cost if Fox's Drove used</b>	0.5km byway	Linear m	£200	£300	500	£100,000	£150,000	Above option uses Little Street. Using Fox's Drove increases length to be surfaced and increases costs.

The costs of works in Ely and Little Downham are high and will be disruptive, but will be hugely beneficial in terms of the walking and cycling environment. These works would be a valuable investment in the local communities and are needed for all options and even if none of the options are completed.

Other Costs (Applies to all options)

Item	Item description	Unit	Low cost per unit	High cost per unit	Quantity	Low total cost	High total cost	Notes
Ely roundabout	Dutch Style Roundabout	Item	£1,000,000	£2,500,000	1	£1,000,000	£2,500,000	No decision on scheme, but experience from Fendon Road roundabout should help to give realistic estimate and to keep costs down.
Downham Road changes	Segregated cycleway using existing roadspace	Linear m	500	1000	800	£400,000	£800,000	Services unknown. Scheme cannot be done in isolation because of implications for other roads.
Egremont Street	Bus gate	Item	£30,000	£50,000	1	£30,000	£50,000	Linked to fire station assumed to be ANPR system
Lynn Road	Segregated cycleway using existing roadspace.	Item	500	1000	200	£100,000	£200,000	Services unknown. Scheme cannot be done in isolation because of implications for other roads. Heritage aspects may increase costs.
<b>Ely</b>	<b>Combined</b>	<b>Total</b>				<b>£1,530,000</b>	<b>£3,550,000</b>	<b>A comprehensive plan is needed for Ely, because it is difficult to do parts in isolation. For the Little Downham link the priority is likely to be the parts of the City between Lynn Road and West Fen Road at least. Link with Station extra.</b>
Leisure Village	Add cycleway besides footway	Linear m	£170	£230	200	£34,000	£46,000	This is for the Leisure Centre Link.
Leisure Village	Add cycleway and footway	Linear m	£300	£400	200	£60,000	£80,000	For link with cinema and restaurants
Leisure Village	Add Leisure Centre to West Fen Road link.	Linear m	£170	£230	400	£68,000	£92,000	Already included in Option 1 costs on previous page. Land agreement needed.
Leisure Village	Cycle parking	Item	£10,000	£20,000	1	£10,000	£20,000	Consider adding covered parking.
Leisure Village	Road crossings	Item	£10,000	£20,000	2	£20,000	£40,000	
<b>Leisure Village</b>	<b>Combined</b>	<b>Total</b>				<b>£192,000</b>	<b>£278,000</b>	<b>Needs detailed design to get more accurate costing.</b>
Little Downham	Introduction of 20mph limit and bus gate.	Item	£100,000	£200,000	1	£100,000	£200,000	Extent of works unclear and needs to be part of further work but assumed to be mainly signing and minor works. Bus gate to be decided on.
<b>Little Downham</b>	<b>Combined</b>	<b>Total</b>				<b>£100,000</b>	<b>£200,000</b>	<b>Needs community engagement and consultation.</b>

# 15. Business case and policy match

An AMAT (Active Mode Appraisal Toolkit May 2019 version) analysis has been done using various scenarios and data from the Propensity to Cycle Tool as referenced in Chapter 7. The Go Dutch scenario assumed high quality infrastructure everywhere and this is almost entirely dependent on good new provision in Ely Leisure Village and in Ely itself. If this is not the case the usage estimates need reducing and this greatly reduces the Benefit Cost Ratio.

Given that costs for options 2 and 3 are similar and usage would be likely to be similar it is hard to differentiate between them in terms of Benefit Cost Ratio. It would be expected that Option 2 would attract more leisure usage than Option 3, being the more attractive alignment, but that Option 3 would attract more commuting usage, particularly in winter, given that it is less isolated than Option 2.

Although the focus of the study is on the link between Ely and Little Downham the greatest benefits are likely to come from major changes in Ely, where the costs would be high but potential usage would be far higher than on the Little Downham route. This produces some very good benefits from changes in Ely.

Nevertheless the rural routes have clear benefits and the BCR increases as costs reduce. This reduction in costs must however not be linked to a reduction in standards or usage will drop and the BCR will decrease.

Item	Item description	Capital	Annual maintenance	Usage change	Notes on usage	AMAT BCR
<b>Ely Leisure Village to Little Downham</b>	New link with byway, byway path and byway link. Option 2 or 3 High cost. Combined with major changes and investment in Ely.	£1,050,000	£53,000	40 before	Cycle 2011 census figures is 63 journeys to work assume 50% are cycling to Ely add some for school, leisure etc.	2.71
				300 after	Propensity to cycle Go Dutch figure journeys to work and school figure is 517 assume 50% are cycling to Ely and add some for school, leisure etc.	
	New link with byway, byway path and byway link. Option 2 or 3 Low cost. Combined with major changes and investment in Ely.	£700,000	£35,000	40 before	Cycle 2011 census figures is 63 journeys to work assume 50% are cycling to Ely add some for school, leisure etc.	3.97
				300 after	Propensity to cycle Go Dutch figure journeys to work and school figure is 517 assume 50% are cycling to Ely and add some for school, leisure etc.	
	New link with byway, byway path and byway link. Option 2 or 3 High cost and minimal investment in Ely and Leisure Village.	£1,050,000	£53,000	40 before	Cycle 2011 census figures is 63 journeys to work assume 50% are cycling to Ely add some for school, leisure etc.	0.43
				60 after	Assumption is a small increase but very hard to predict.	
	New link with byway, byway path and byway link Option 2 or 3 low cost and minimal investment in Ely and Leisure Village.	£700,000	£35,000	40 before	Cycle 2011 census figures is 63 journeys to work assume 50% are cycling to Ely add some for school, leisure etc.	0.64
				60 after	Assumption is a small increase but very hard to predict.	
<b>Ely and Leisure Village</b>	Leisure Village, Little Downham Road and surroundings	£3,828,000	£190,000	665 before	Based on Propensity to cycle 2011 census figures with assumption of journeys to work approx. 20% of trips and assuming 50% of population near Downham Road corridor.	4.69
				2323 after	Based on Go Dutch with assumptions as above.	
	Leisure Village, Little Downham Road and surroundings	£1,720,000	£85,000	215 before	Based on Propensity to cycle 2011 census figures with assumption of journeys to work approx. 20% of trips.	10.45
				600 after	Cross checking with potential school trips from tool.	

# 16. CDM and Design Risk

At this early stage of the project construction is likely to be some way off but the Client and Designer have responsibilities to minimise risk even at this early stage.

The Construction Design and Management Regulations (2015) assign duties to the Client and to the Designer and at this stage East Cambridgeshire District Council is the Client and Sustrans is the designer.

As the project progresses the Client will need to appoint a team to deliver the project in accordance with the Regulations and that will mean allowing sufficient time for the project and giving top priority to health and safety.

In considering the options Sustrans has sought to minimise risk, at this stage, but this will need to be an ongoing process taken on by the future project team and led by the Client.

<b>Designer</b>	Sustrans	
<b>Client</b>	East Cambridgeshire D.C.	
<b>Author</b>	NB (Sustrans)	
<b>Date</b>	12/05/22	
<b>Risk ID number</b>	<b>Description</b>	<b>Response</b>
1	<b>All construction works carry risk. Is work necessary?</b>	Clear need for new facilities, because existing do not comply with standards such as LTN 1/20, surfaces of byways are poor and links to the byways are poor.
2.	<b>Works on Hurst Lane byway include risks due to environment.</b>	This would be an attractive route but that needs to be balanced against the additional health and safety risks of working remotely, near a watercourse and potentially in very muddy conditions. Risks can be reduced by working after a prolonged dry spell.
3.	<b>Works on or near the B1411.</b>	A Traffic Management Plan will be needed for any works within the highway corridor, but the aim should be to minimise potential interaction with traffic by getting agreement to use land near the B1411 for construction where possible. Crossing of the B1411 by construction vehicles should be minimised.
4.	<b>Works near the A10 and fast traffic.</b>	A safety plan will be needed particularly where construction vehicles are turning off the A10 onto West Fen Road and also where vehicles turning off the A10 may interact with construction workers working on the link between West Fen Road and the Hive Leisure Centre.
5.	<b>Works within Leisure Village, with people around.</b>	It will be important to maintain public access through the A10 underpass so works will need to be carefully managed and alternative routes provided for Leisure Village users. The Leisure Centre Link could be difficult and time of day for works needs to be carefully considered.
6.	<b>Works in rural areas carry risks, including rights of way users and farm activities.</b>	Sufficient land needs to be agreed for safe working and maintenance and contractor to be alerted to all potential risks, by designer as project progresses. Discussions will be needed with Cambridgeshire County Council and landowners so that the byways can be closed off while works are underway.
7.	<b>Gas mains and electricity supplies are in the area.</b>	As expected these are mostly significant in the villages and Ely. All excavations carry risks and utilities will need to be checked at all stages of design and construction.
8.	<b>Inadequate provision made for site compounds and facilities.</b>	Early consideration has been given to this and it needs to be a key task as part of land negotiations.
9.	<b>CDM needs to be considered in choosing preferred options.</b>	At the moment the risks associated with traffic are likely to be less for Option 2 than for Option 3, but Option 2 is more remote and involves working near watercourses, whereas Option 3 would have easier access for emergency services and is mostly away from watercourses.
10.	<b>Community Engagement Risks</b>	Risk Assessments will need to be completed and acted upon for events and activities.
11.	<b>Design and surveying risks</b>	Risk Assessments will need to be completed and acted upon for site visits, surveys and design work.

# 17. RAG Report

<b>Project title</b>	Ely Little Downham Study	<b>Date RAG report initiated</b>	12/05/22	<b>Project Manager</b>	AA	
<b>Client</b>	East Cambridgeshire D.C.	<b>Date of current edition</b>	21/06/22	<b>RAG Author</b>	NB	
Risk ID number	Description	Assigned to:	Date assigned:	Current situation (RAG)	Potential mitigation	Mitigation risk (RAG)
1	Failure to get agreement on preferred option slows progress.	ECDC	12/05/22		Not an urgent risk, but decisions will have to be taken at some point.	
2	Route uses private land and agreement cannot be reached with all landowners in time to deliver project.	ECDC	12/05/22		Skilful negotiations with landowner or use of statutory powers. Need to allow plenty of time for this.	
3	Works in Ely Leisure Village cannot be agreed.	ECDC	12/05/22		Negotiations and engagement needed with Leisure Village users and businesses to keep them on board.	
4.	Route uses byways and may use a public footpath and County Council agreement not obtained for works.	ECDC / CCC	12/05/22		Early liaison with County Council and recognition of the needs of all different users.	
5.	Water voles discovered along Hurst Lane or other significant habitat issue.	ECDC	21/06/22		More surveys needed to check habitats. Construction method or route alignment may need to be changed so the sooner this is identified the better.	
7	Traffic changes in Ely cannot be agreed.	ECDC/CCC	12/05/22		Community engagement needed. Government and Council policies are supportive but community needs to understand the need for major change and the options available.	
8.	Speed limit changes in Little Downham cannot be agreed.	ECDC	12/05/22		Community engagement needed. Government and Council policies are supportive but community needs to understand the need for major change and the options available.	
9.	Maintenance plan cannot be agreed.	ECDC/CCC	12/05/22		Needs to be agreed and required standards set at an early stage.	
10.	Funding not obtained.	ECDC	12/05/22		Ensure scheme is to LTN 1/20 standards, has good BCR and has all necessary consents, to improve chances of funding.	
11.	Planning consents not obtained.	ECDC	12/05/22		Undertake pre-app discussions and ensure all issues addressed.	