



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.

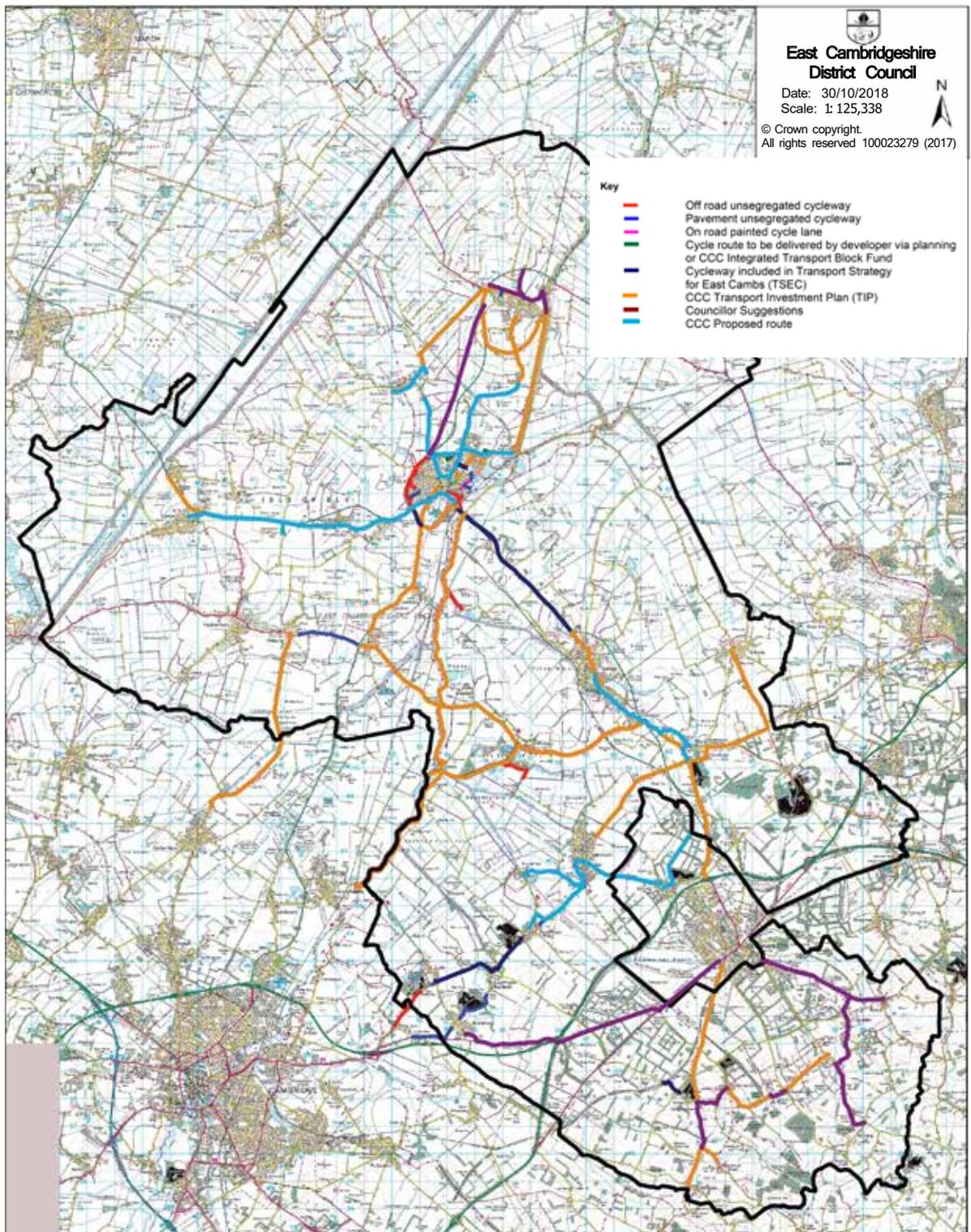
The Council recognises the importance of providing safe routes for equestrians in East Cambridgeshire. The strategy is focused on strategic not leisure uses. Horse riding is not considered to be a mode of transport used to access the places and services the Council has prioritised and so their provision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

Existing Routes

ECDC have produced a map that shows the existing on-road and off-road cycle lanes across the district, ones that will be provided through the planning system and those that have CCC funding for delivery. It also shows routes that are included in the following transport strategies and plans for delivery in the future.

It identifies gaps in the strategic cycle and footpath network across the district.



Consultation Feedback

The aim of the Cycling and Walking Routes consultation was to identify new cycling and walking routes and obtain feedback regarding existing cycle paths/footpaths that are in disrepair and where safe crossing points are needed.

The feedback was used to prioritise new routes that will create better links to employment, learning, health care and wellbeing support, shopping and to access leisure facilities and networks of routes around public transport hubs and town centres, to make cycling and walking the natural choice for shorter journeys or as part of a longer journey.

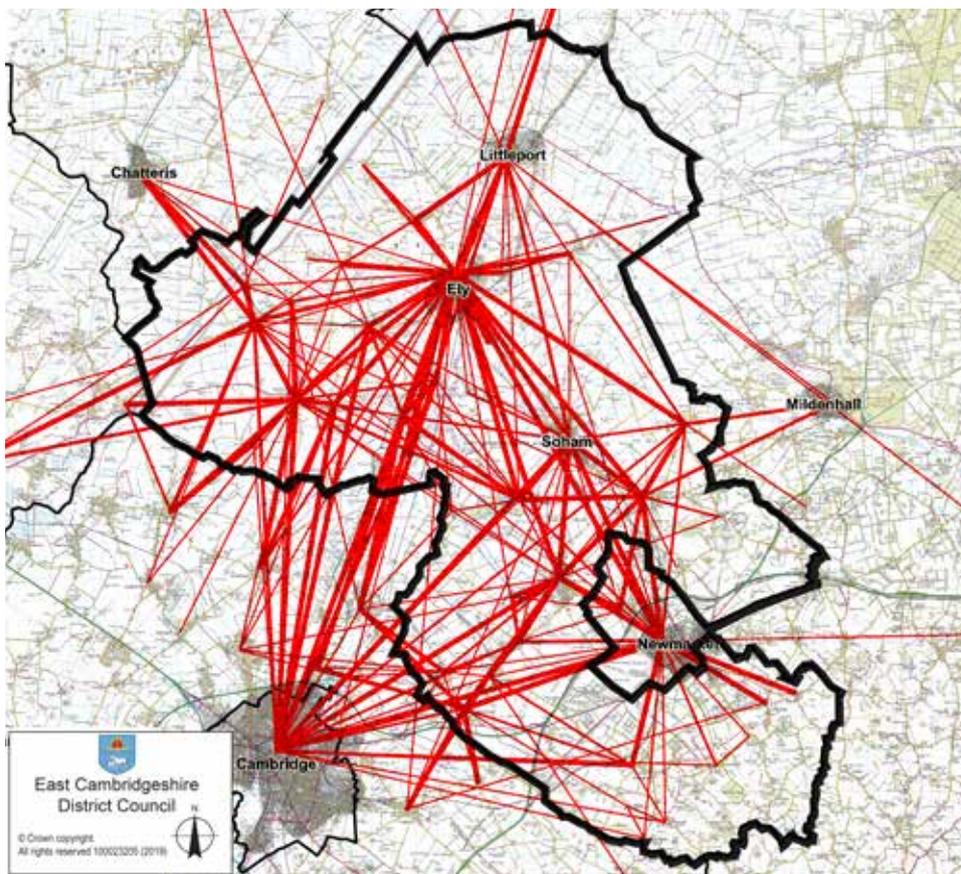
Cycling Routes

1,186 questionnaire responses relating to cycle routes were received, 44 emails containing comments were received via the buscyclewalk@eastcamb.gov.uk email address and a number of cycling related comments were received by the Council via the Climate Change Ideas Forum.

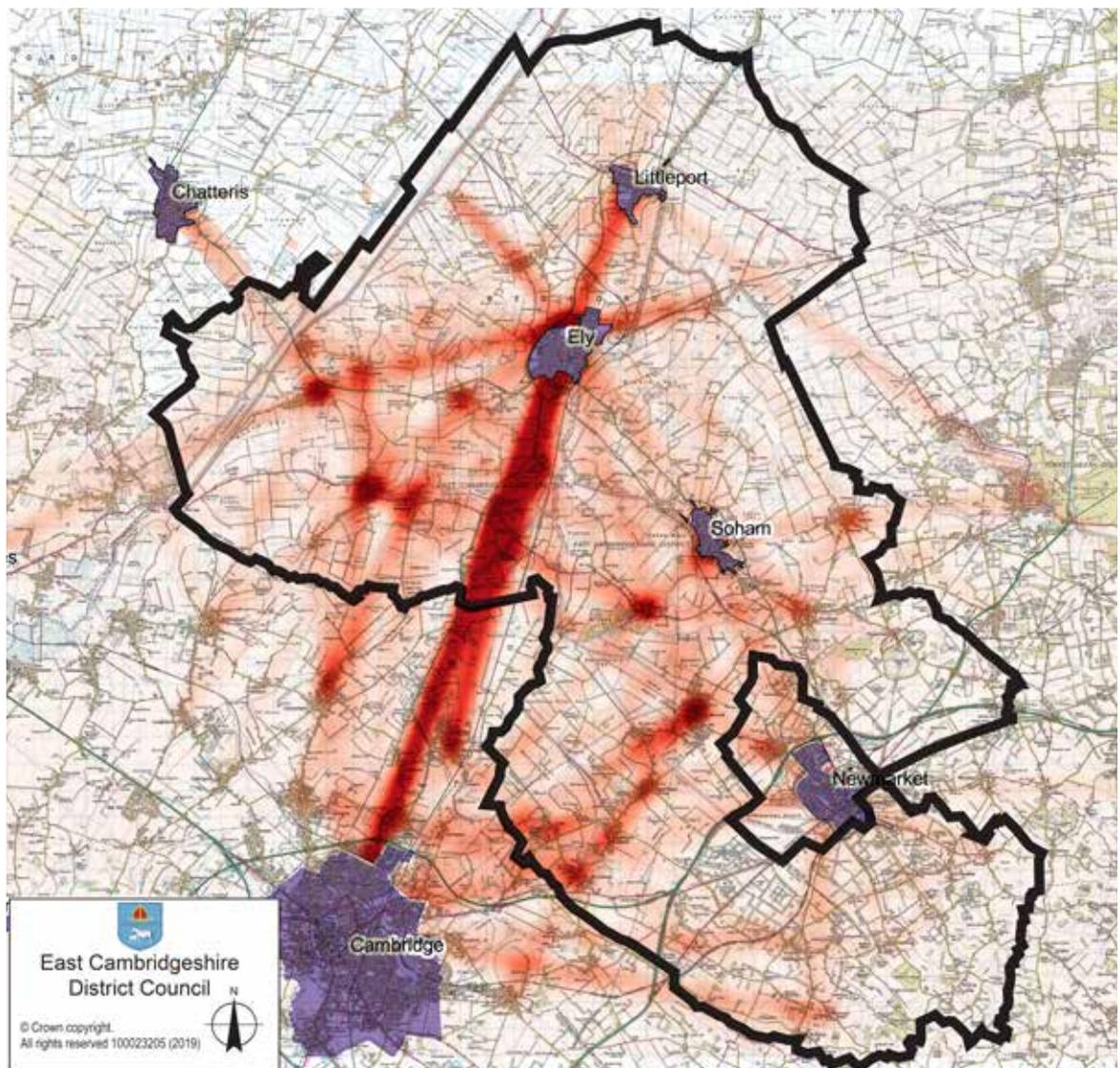
The questionnaire asked residents to identify routes they would like to be able to cycle, but are unable to because there is not a cycle path. 309 cycling routes were suggested. The three most requested were:

- **Ely to Littleport**
- **Ely to Soham**
- **Ely to Cambridge**

The map below shows all the suggested cycling routes.



The map below is a heat map showing the demand for the suggesting cycling routes.



The questionnaire also asked where people would like to be able to cycle to/from, but cannot, because the cycle path is in disrepair or because there is no safe crossing point. The path most mentioned as in need of repair was the cycle path along the A10 from Little Thetford to Ely and the place most mentioned as not being safe to cross was at the BP/Witchford Roundabout, Ely. More information about the consultation responses can be found in appendix 1.

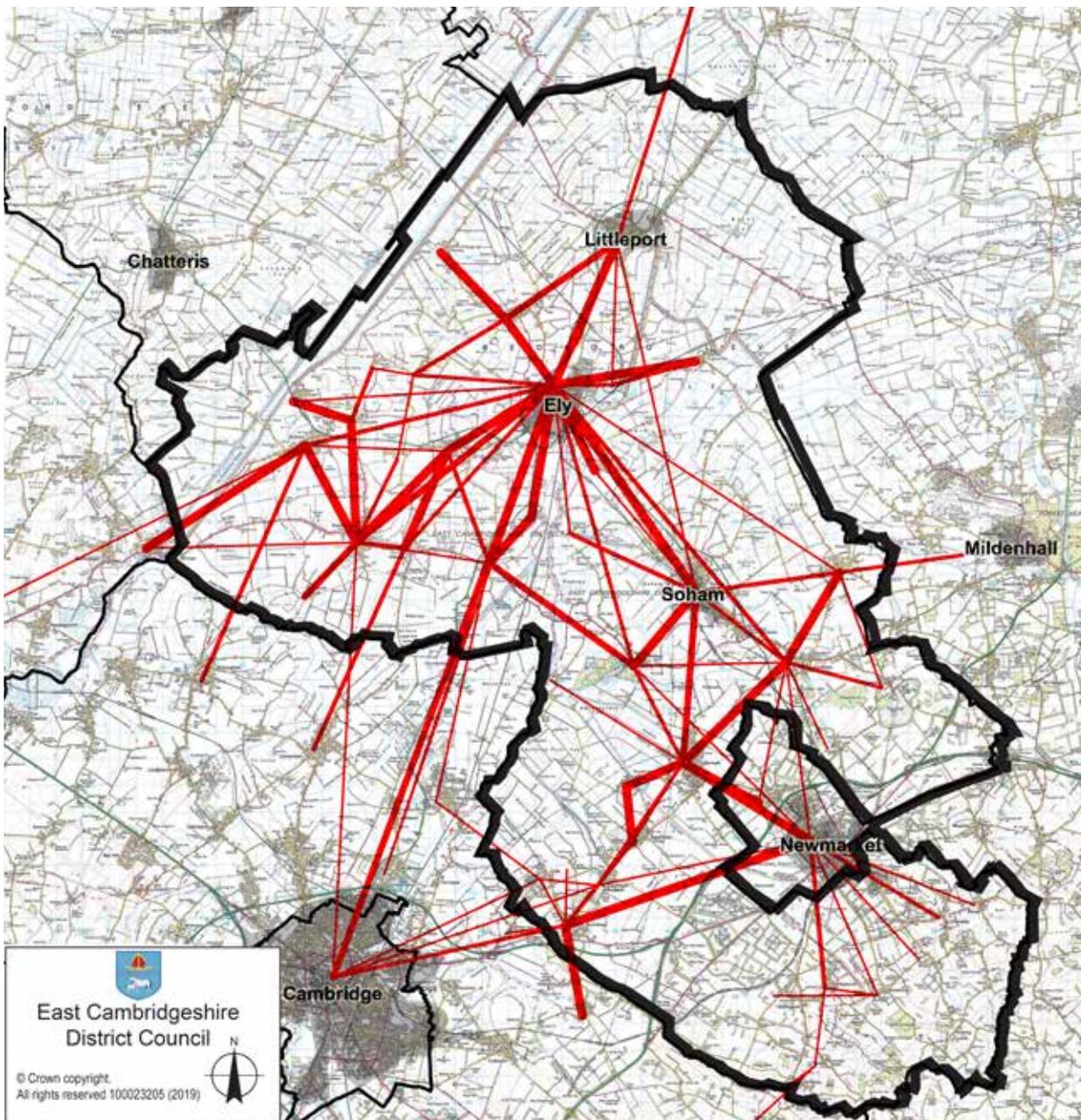
Walking Routes

866 questionnaire responses relating to walking routes were received, 44 emails containing comments were received via the buscyclewalk@eastcambs.gov.uk email address and a number of walking related comments were received by the Council via the Climate Change Ideas Forum.

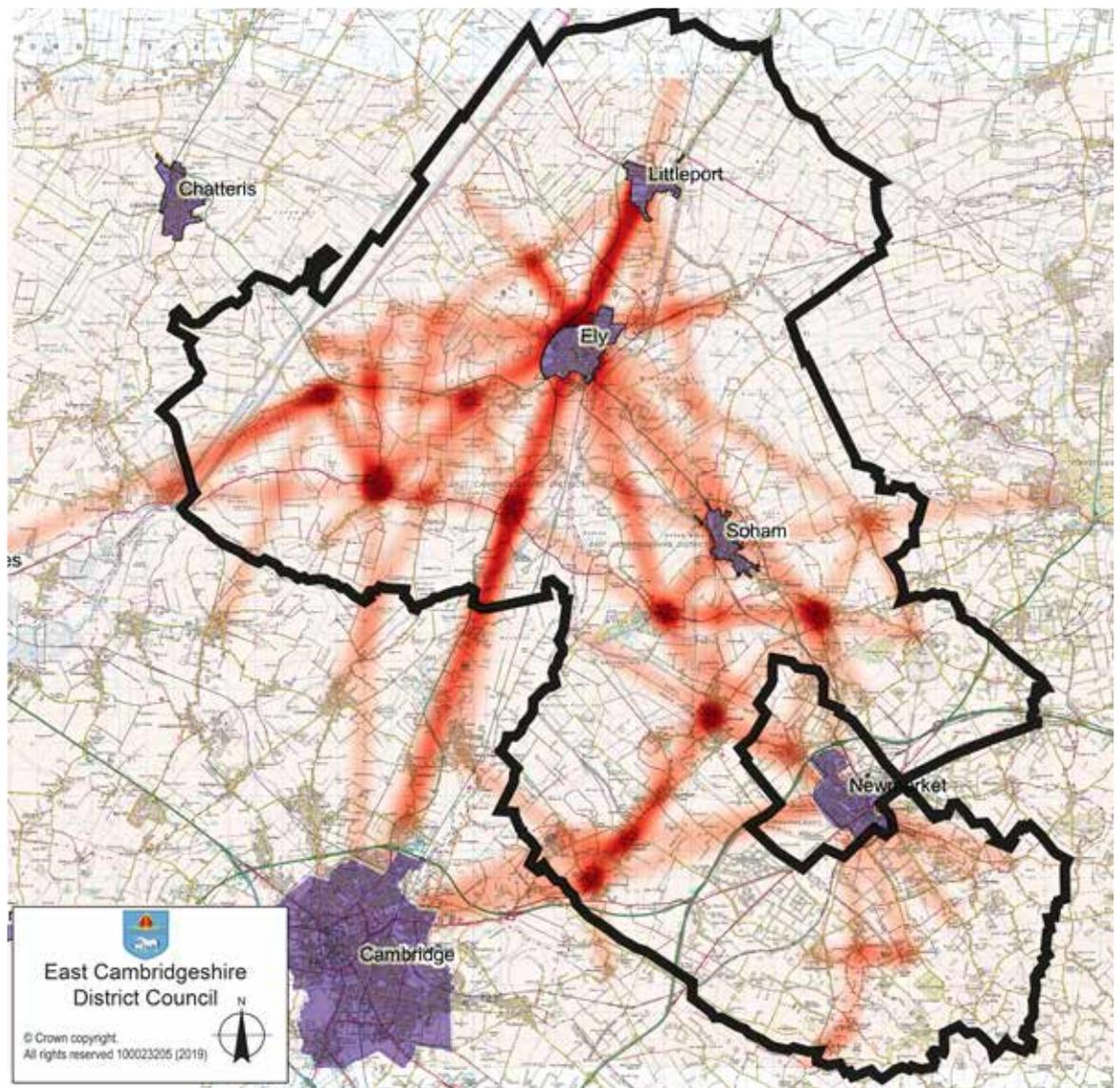
The questionnaire asked residents to identify routes like to be able to walk, or use a wheelchair or mobility scooter to access, but cannot, because there is not a footpath. 126 walking routes were suggested. The three most requested were:

- **Ely to Littleport**
- **Burwell to Exning**
- **Fordham to Isleham**

The map below shows all the suggested walking routes.



The map below is a heat map showing the demand for the suggesting walking routes.



The questionnaire also asked where people would like to be able to walk, or use a wheelchair or mobility scooter to/from, but cannot, because the footpath is in disrepair or because there is no safe crossing point. The footpath most mentioned as in need of repair was the footpath from Bottisham to Newmarket and the place most mentioned as not being safe to cross was at the BP/Witchford Roundabout, Ely. More information about the consultation responses can be found in appendix 2.

Our Proposals

Due to the large number of consultation responses requesting various cycling and walking routes that were received they will need to be prioritised.

The aim of this strategy is to identify key strategic cycling and walking routes which the Council will prioritise to complete gaps in the network, will encourage more local walking and cycling journeys to access places of education, employment, health care, public transport and essential services.

The Council has prioritised routes that:

- **Link villages to market towns in the district.**
- **Link villages with no public transport to larger villages where they can access services.**
- **Provide links to public transport to enable buses and trains to replace the car as an alternative for longer journeys.**
- **Can be linked to other existing or proposed paths to lengthen the route available. For example, the Greenways being created by the Greater Cambridge Partnership will provide links from Bottisham and the Swaffhams into Cambridge.**
- **Are included in the Cambridgeshire Local Cycling and Walking Infrastructure Plan (LCWIP) as the Government has indicated that it will only fund cycling and walking infrastructure that is included in LCWIP's.**

The Council will also consider:

- **The number of times a route was suggested via the public consultation.**
- **The potential number of users the route could serve.**
- **The number of specified journey purposes it serves.**

The Council will need to work with partner organisations to secure funding and deliver new cycling and walking infrastructure.

To progress this, the Council has identified priority cycling routes and has commissioned Sustrans, the charity making it easier for people to walk and cycle, to produce feasibility studies for key routes.

The studies will develop early work to understand possible costs and benefits of potential interventions and ensure proposals clearly align with national policy.

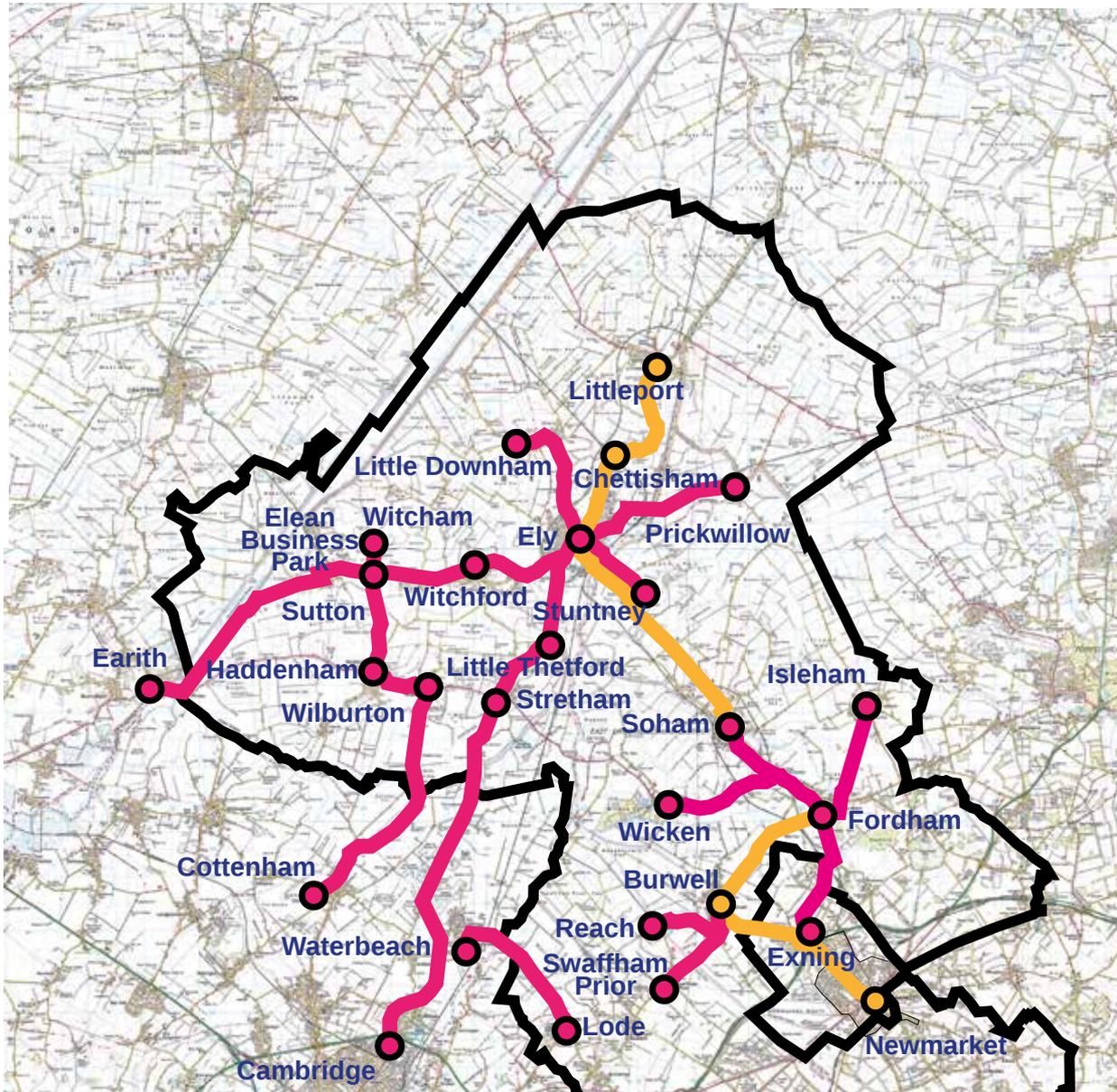
This information will be used to seek funding from external sources to enable delivery of the schemes.

Priority Routes

- Littleport – Chettisham – Ely - cycling and walking
- Ely to Soham - cycling and walking
- Ely to Cambridge - cycling
- Fordham – Burwell - cycling and walking
- Burwell – Exning - Newmarket – cycling Burwell to Newmarket, walking only to Exning
- Haddenham – Ely - cycling
- Little Downham – Ely - cycling
- Ely to Witchford
- Ely to Stretham
- Isleham to Fordham
- Fordham – Exning - cycling
- Lode – Waterbeach - cycling
- Stuntney – Ely - cycling
- Witcham – Witchford/Sutton and Elean Business Park - cycling
- Fordham to Soham - cycling
- Burwell to Swaffham Prior - cycling
- Reach – Burwell - cycling
- Soham to Wicken - cycling
- Sutton to Earith - cycling
- Ely to Prickwillow - cycling
- Ely to Little Thetford - cycling
- Haddenham to Wilburton - cycling
- Wilburton to Cottenham - cycling

The Map below shows the priority routes.

Please note that the routes shown are indicative at this stage.



Cycling Routes



Cycling and Walking Routes



East Cambridgeshire
District Council

© Crown copyright.
All rights reserved 100023205 (2019)



Design

The detailed design of any new cycle paths or footpaths will be determined as each scheme is developed. The Council strongly supports cycling provision that is physically protected from traffic and separation of pedestrians from cyclists on main routes.

Crossing points

Lack of safe crossing points is another barrier to cycling and walking and the District Council believes that crossing points should be considered an integral part of a footpath/cycle path and that they should be delivered together, not as separate projects.

There are several areas where a crossing is required in East Cambridgeshire, including at the A10 Witchford Road/BP roundabout and the A142 at Stuntney. The District Council will continue to work with partners to ensure delivery of safe crossing points.

Improvements to existing infrastructure

In addition to providing new cycling and walking paths/routes, it is important to ensure existing infrastructure for cycling and walking is fit for purpose and free from clutter.

The District Council has recently forwarded the consultation responses which relate to disrepair or other maintenance issues to Parish Councils in order to compile an up to date list of routes where there are issues with existing paths.

This has been forwarded to Cambridgeshire County Council, with a request that these be addressed as soon as possible.

These existing routes should be promoted to the public to raise awareness and increase usage of them.

Additional cycle parking, additional signage and other supporting infrastructure should also be delivered alongside any new path provision to facilitate their use.

Funding and Delivery of Schemes

Delivery of the proposed cycling and walking network is reliant on the availability of external funding.

The Council has prioritised the following routes and has commissioned Sustrans to produce feasibility studies which will give the Council a better understanding of the factors that need to be considered to deliver the cycle routes and an estimate of the cost.

- **Fordham – Burwell**
- **Haddenham – A142**
- **Little Downham – Ely**
- **Littleport – Chettisham – Ely**
- **Swaffham Prior – Reach – Burwell**

Sustrans are also updating the construction costs for the remaining works to complete the Wicken to Soham cycle path included in the report they produced in 2013.

ECDC is funding the Sustrans work as these studies are an important step forward in making the case for future investment as they will ensure that we have developed proposals to put forward when funding is announced.

They also put the Council in a strong position during developer negotiations to ensure that new development is designed to support and deliver active travel measures.

Once this work has been completed, the District Council will endeavour to obtain further funding for feasibility studies for other routes.

The Council will continue to work with partners to ensure our active travel infrastructure requirements are included in partner organisations policy documents such as the Cambridgeshire and Peterborough Combined Authority Local Transport and Connectivity Plan, which is currently being refreshed, and the Cambridgeshire County Council Local Cycling and Walking Infrastructure Plan (LCWIP) and Active Travel Strategy for Cambridgeshire.

In addition to the routes identified in the draft LCWIP document, ECDC requested that CCC also includes the following cycling routes in the final version of the LCWIP document:

- **Ely to Soham**
- **Burwell to Fordham**
- **Haddenham village to existing shared path on A142**
- **Sutton to Earith**
- **Ely to Prickwillow**
- **Ely to Little Thetford**
- **Haddenham to Wilburton**
- **Wilburton to Cottenham**
- **Soham to Wicken**

The District Council also urged the County Council to work with the District Council and Littleport Parish Council to consider walking routes in the market town of Littleport for inclusion in the final version of the LCWIP document.

The District Council will also work with Parish Councils to encourage them to bring local walking improvements forward to enable residents to walk safely to their local shops and services and children to walk to school.

The DfT criteria for the LCWIP means that there are some types of active travel schemes which may not come forward as part of that process, for example in rural areas with lower predicted usage. Cambridgeshire County Council is producing an Active Travel Strategy for Cambridgeshire, which will identify where such schemes could come forward as a wider pipeline of active travel schemes for Cambridgeshire and will consider how best to align with the LCWIP going forward. ECDC will work with CCC as the Active Travel Strategy is developed.

The Council will work with partners to promote and improve existing cycling and walking infrastructure.

The Council is keen to explore the potential of new forms of active travel such as electric bikes and e-scooters. E-bikes make it possible to cycle for longer journeys than conventional bikes. The CPCA are expanding their current trial of e-bikes into other areas of Cambridgeshire and East Cambridgeshire District Council is keen to trial these in the district.

The District Council will continue to identify external funding/delivery mechanisms, potentially add routes to the Council's Community Infrastructure Levy funding list, and seek developer and other contributions so that over time we improve the district cycle and walking routes network.

If you require this document in different formats (e.g. Braille, large print, audiotape/CD) or other languages please contact the council's main reception or email translate@eastcamb.gov.uk

Appendix

Appendix 1

Cycling Questionnaire Responses

Number of responses **1,186**

Postcode of respondents

Postcode Area	Number of responses
CB25 0	131
CB25 9	77
CB6 1	161
CB6 2	204
CB6 3	253
CB7 4	122
CB7 5	156
CB8 0	8
CB8 7	2
CB8 8	9
CB8 9	34
Not given/ incomplete	29

Age of respondents

Age	Number of responses
Under 18	18
18-24	21
25-34	106
35-44	243
45-54	294
55-64	231
65+	264
Not given	9

Suggested cycling routes

309 cycling routes were suggested.

Route	Number of responses
Ely to Littleport	120
Ely to Soham	80
Ely to Cambridge	75
Burwell to Fordham	61
Burwell to Newmarket	37
Ely to Stretham	34
Burwell to Exning	33
Ely to Haddenham	29
Ely to Little Downham	28
Ely to Witchford	26
Bottisham to Newmarket	25
Fordham to Isleham	25
Soham to Wicken	25
Burwell – Exning – Newmarket	20
Sutton to Earith	18
Ely to Prickwillow	17
Fordham to Newmarket	17
Soham to Newmarket	16
Haddenham to Cambridge	15
Burwell to Soham	13
Ely to Newmarket	13
Haddenham to Sutton	11
Burwell to Cambridge	10
Ely to Little Thetford	10
Ely to Wilburton	10
Wilburton to Cottenham	10

51% (159) of the routes were suggested by 1 person only and 92% (284) by less than 10 people.

Many of the suggested routes were a section of a longer route corridor:

Route corridor	Number of responses
A10 Ely to Cambridge	186
A142 Ely to Newmarket	148
B1103 Burwell to Newmarket	90
A142 Mepal to Ely	53

Figure 1: Straight line of origin / destination map

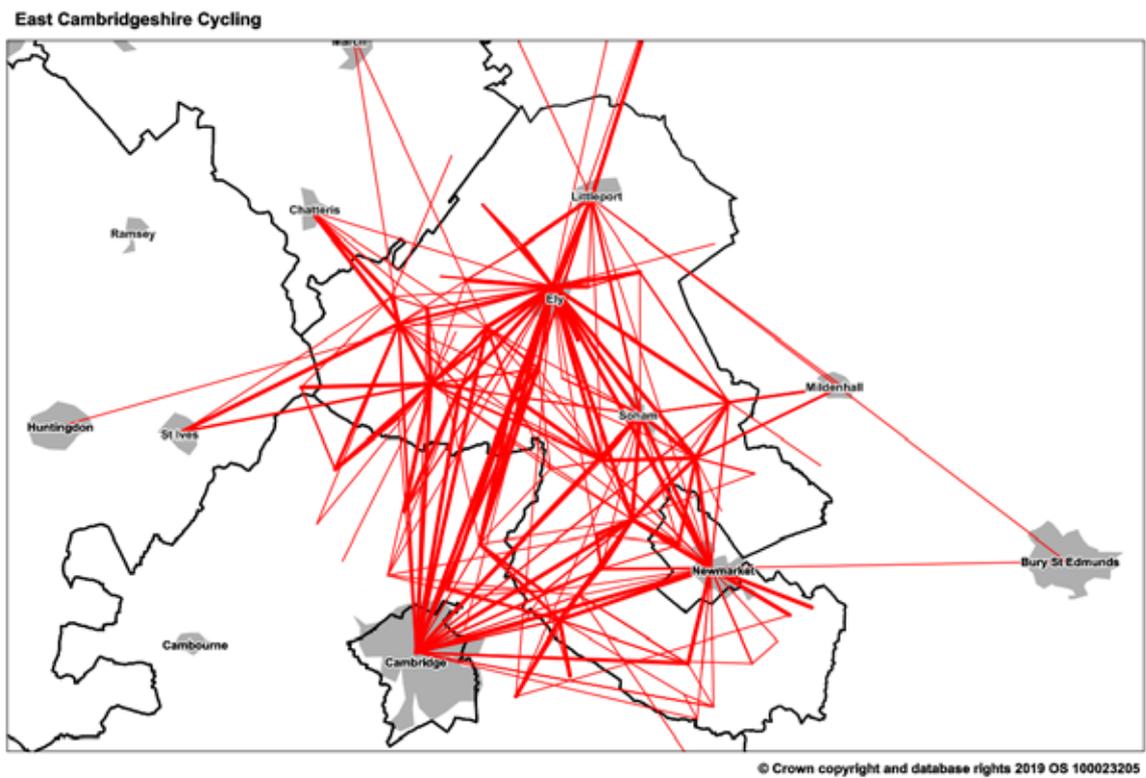
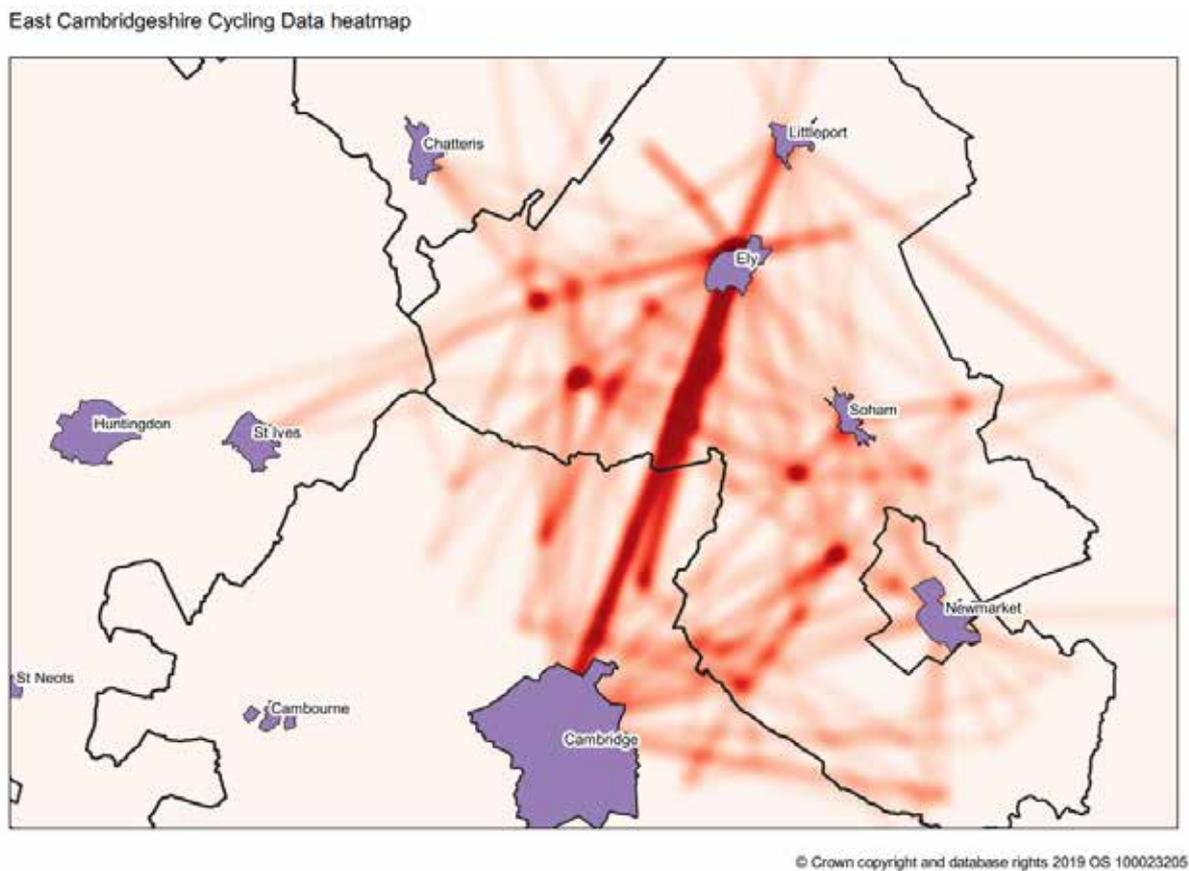


Figure 2: Heatmap of popularity of the routes



By journey purpose

To work

Route	Number of responses
Ely to Cambridge	52
Ely to Littleport	51
Ely to Soham	35
Burwell to Fordham	24
Ely to Stretham	17
Ely to Haddenham	16
Soham to Wicken	14
Burwell to Newmarket	13
Ely to Witchford	12
Haddenham to Cambridge	12

To college/higher education

Route	Number of responses
Ely to Littleport	16
Ely to Soham	16
Ely to Cambridge	11
Ely to Witchford	11
Burwell to Fordham	10
Ely to Stretham	6
Ely to Haddenham	5
Ely to Waterbeach	4
Fordham to Newmarket	4
Ely to Little Downham	4

To doctors/healthcare services

Route	Number of responses
Ely to Littleport	34
Burwell to Fordham	27
Ely to Soham	22
Ely to Cambridge	20
Soham to Wicken	18
Ely to Little Downham	17
Fordham To Isleham	15
Ely to Witchford	14
Ely to Stretham	13
Ely to Prickwillow	13

For shopping

Route	Number of responses
Ely to Littleport	95
Ely to Soham	54
Ely to Cambridge	47
Burwell to Fordham	37
Burwell to Newmarket	28
Ely to Stretham	25
Ely to Little Downham	24
Ely to Haddenham	22
Ely to Witchford	19
Burwell to Exning	18

To access other public transport

Route	Number of responses
Ely to Soham	42
Ely to Littleport	41
Burwell to Fordham	28
Ely to Cambridge	26
Ely to Stretham	19
Fordham to Isleham	18
Ely to Haddenham	17
Soham to Wicken	13
Ely to Prickwillow	13
Burwell to Newmarket	12

To council offices or other public services

Route	Number of responses
Ely to Littleport	41
Ely to Soham	25
Ely to Cambridge	16
Ely to Haddenham	13
Burwell to Fordham	11
Ely to Stretham	10
Ely to Little Downham	10
Ely to Prickwillow	9
Ely to Witchford	9
Fordham to Isleham	7

To sports and entertainment facilities

Route	Number of responses
Ely to Littleport	94
Ely to Soham	55
Ely to Cambridge	54
Burwell to Fordham	49
Burwell to Newmarket	29
Ely to Stretham	26
Burwell to Exning	26
Ely to Haddenham	24
Ely to Witchford	21
Soham to Wicken	21

To visit family and friends

Route	Number of responses
Ely to Littleport	94
Ely to Soham	55
Ely to Cambridge	51
Burwell to Fordham	46
Ely to Haddenham	25
Burwell to Newmarket	24
Burwell to Exning	24
Ely to Little Downham	23
Soham to Wicken	21
Ely to Stretham	20

Other

Leisure cycling and for exercise were far the most frequent 'other' response given.

Locations where the cycle path is in disrepair

Total of 52 locations where the existing cycle path is in disrepair were identified by 104 respondents.

The top 5 locations:

Location of disrepair	Number of responses
A10 Little Thetford	15
Burwell to Swaffham Prior	11
Soham to Ely via Barway	10
Bottisham to Lode	5
Fordham Road, Soham	4

The other locations received fewer than 4 mentions.

Locations where there is no safe crossing point

A total of 54 locations where there is no safe crossing point were identified by 238 respondents.

The top 5 locations:

Location	Number of responses
A10 Witchford Road/BP Roundabout	67
A142 Witchford Road/Lancaster Way	36
A10 West Fen Road	15
Little Downham to Downham Road, Ely	10
A142 Ely Bridge/Causeway	7

The other locations received fewer than 7 mentions.

Further comments/suggestions

550 respondents made further comments/suggestions. These have been categorised as below:

Nature of comment/suggestion	Number of responses
A to B route suggestions	121
Negative comments relating to cycling, lack of provision	101
Dedicated cycle paths/areas for cyclists (separate from all vehicles)	88
Required maintenance, upgrade of existing paths, safety, lighting	76
Road safety, concern about proposed route	41
Positive comments relating to cycling/provision	40
Gaps in existing paths/road crossings	37
Cross city path (Ely)	21
Signage/advertising for existing routes	10

Cycling related comments received via the Climate Change Ideas Forum:

- Cycle provision from Little Downham to Ely through the leisure village which was originally planned. Cycling provision on the bypass from Broad Street through to Stuntney.
- Improving and clearing of current cycle paths and promote education campaign to encourage their use. Discourage short distance car use by parking charge. Trial car-free day in Ely centre.
- Better footpaths and cycle ways, wider pavements.
- All new major infrastructure should have a cycle path alongside it. Consider better lighting on rural roads so people feel safer cycling in winter.
- The NCN route 11 between Soham and Ely requires a specially designed off-road bicycle such as a mountain bike and is impassable on all other types such as road bikes, hybrids, cargo bikes etc. Tarmac cycling route between Ely and Cambridge. Tarmac cycling route between Soham and Burwell to aid onward cycling into Cambridge.
- Basically copy the Cambs City (cycling and walking) scheme.
- Please could we have a cycle path that runs alongside the river from Ely to Cambridge.
- Introduce an Ely Cycle Scheme across the district installing a cycle rack for hiring bikes outside every train station, on the model introduced in Cambridge and London. Install generous bike racks at new developments rather than car parks.
- The path between Little Downham and Ely is narrow with no real verge between the path and the road.
- Improve cycle routes around the area as it is really dangerous, more cycle routes will reduce traffic and healthy, reduce carbon emission.
- Working with the County Council to create strategic cycle routes to Ely and the Station from surrounding villages.

Comments received by email

- Cycle path from Stretham to Ely and a safe way to cross the Stretham Roundabout needed.
- A cycle route alongside the A10 is not practical or desirable.
- The BP garage roundabout crossing is very dangerous for people on bikes.
- Cycle tracks not only for transport but for sports training.
- Improve existing path between Ely and Little Thetford.
- Better signage needed on main Roads and within the City Centre indicating routes/distances to Leisure Village, Cinema and other new facilities.
- Install cycle racks on the outside of buses so cyclists can combine bus and cycle travel.

- Improve cycling route between Little Downham and Ely.
- No consideration for cyclists through the car park at Ely Leisure Village to access the subway.
- Need cycle access to both the Leisure Village and to The Hive.
- The cycle path out of Ely needs to provide access all the way to the middle of Little Dowham and connect with the cycle paths in the village.
- Littleport and Ely need to be connected by a cycle route.
- Cycle paths need to link up Haddenham with Witchford and Wilburton.
- A new long-distance cycle path running from Ely centre to Witchford (the mapped route is unsafe), to Wilburton and on to Cottenham is needed.
- East Cambridgeshire needs to actively communicate with South Cambridgeshire to ensure a continuous onward route to Cambridge.
- The road through Wilburton (A1123) is unsafe for cycling.
- Need cycle paths between Twenty Pence Road, Haddenham, Witchford and Stretham.
- Cycle access to the facilities in Wilburton needs to be planned.
- Prickwillow needs cycle paths connecting the village with both Ely and Soham.
- Allow cyclists to cycle the wrong way up Red Fen Road to make crossing the A10 out of Little Thetford a lot easier.
- The NCN11 path between Barway and Ely is in need of repair.
- Cyclepath from Isleham to Fordham/ Burwell needed.
- Cycle path from Littleport to Ely via Chettisham needed.
- Needs to be a designated cycle paths between Littleport and Ely.
- Consideration should be given to the creation of secure, weather-proof cycle parking at bus stops.
- Consideration should be given to provision for the carriage of cycles when new buses are purchased and potentially retrofitted to the existing fleet.
- The road from St Mary's school to town is in a dreadful state of repair.
- The speed ramp near Larkfield Road by the school railings where the crossing person helps the school children cross needs repairing.
- Create a safe route between Burwell and Soham, perhaps via Fordham, to enable residents of Burwell to be able to cycle to, and take advantage of, the new railway station.
- A segregated pedestrian/cycle bridge over the A10 into Ely from Witchford needed to encourage people to get to Ely by foot or cycle.
- Standard of footpath/cycle path between Ely High Bridge and roundabout is poor.
- Path along Stuntney Road and safe crossing point for access to allotments required.
- Draft cycle map for Ely inaccurate. While it is not completely accurate, such as missing the cycleway on the west side of Lynn Road Ely , www.cyclosm.org is much closer to accurate and I suggest it to you as a better base.

- Improvements needed to the condition of the byways in the district, which should be open for use for pedestrians and cyclists as well as horse riders.
- Improve cycling between Little Dowham and Ely the current footway too narrow and surface needs repair.
- The roundabouts at the Lancaster Way Business Park and the A10/A142 junction are unsafe for cyclists other than the very experienced and fit.
- Need safe access to Bridge Fen allotment site for cyclists.
- The minor roads which form important low traffic links for cyclists are often plastered in mud, so there is a need for dedicated paths to avoid such road.
- Safe route for cyclists from Reach to Burwell and Swaffham Prior needed.
- Proposed amendment to section of circular cycle route around Littleport, crossing The Holmes land to avoid crossing the river.
- Improved marking of roads, to control motorists.
- Better cycling access to Ely station required.
- Council should fund cycle safety 'Bikeability' training.
- New infrastructure or upgrades to existing infrastructure should have the following 5 principles at their core - safety, directness, coherence, attractiveness comfort.
- ECDC should use planning powers to ensure developers prioritise use of walking, cycling and public transport over private car use, require developers to:
 - ◇ Endeavour to provide a variety of employment opportunities and other community facilities (such as schools, health centres etc) on site. Integration of housing, employment needs and transport facilities is central to both the sustainability of a development and its economic well-being.
 - ◇ Ensure that Growth Points are planned to best integrate with existing land-use.
 - ◇ Consider the location of Growth Points in terms of their connectivity to large urban areas, major zones of employment, retail/leisure facilities and the existing road and rail network.
 - ◇ Provide facilities within the development that will reduce the need to travel. These include flexible work/office space within the town and office space/broadband in homes.
 - ◇ Consult with stakeholders and the general public on plans for the development.
 - ◇ Ensure fibre broadband is installed at the construction stage to facilitate working from home.
- Cycle path Burwell to Newmarket needed.
- Parsonage Lane, Burwell - need cycle lane past the Post Office or widened and shared use path on the road side of the green.
- Spring Close, Burwell to Mandeville, Burwell - resurface and close to motorised traffic.
- School Lane, Burwell to Newmarket Road, Burwell, Green Lane - resurface and close to motorised traffic.
- Cycle path Burwell to Fordham alongside the B1102 needed.
- Landwade to Soham via Fordham, existing shared use path - needs a review to consider widening and a redesigned ramp or alternative provision. Burwell to Swaffham Prior alongside the B1102 including crossings (from Reach Road, Burwell junction to Cage Hill, Swaffham Prior) - the existing shared use path is too narrow.

- NCN 11 Route does not join up between Waterbeach and White Fen Drove via Bottisham Lock and surface is poor.
- Existing cycle path alongside the A142 from Witchford to Ely; the A10 needs signalised crossing.
- Need cycle path from Wicken to Stretham alongside A1123 .
- Existing shared use path from Stretham to Wilburton needs to be widened and needs a signalised crossing of the A10.
- Stretham to Ely, would need a cycle path alongside the A10 with associated safe crossings, or go through Stretham and provide A10 crossings to go via Witchford.
- Soham to Ely - Barway Road leads to the A142, where an off-road provision for less than 1 mile to Stuntney could link to existing Ely routes.
- Cycle/pedestrian access points from central Soham, e.g, via estate roads needed and would potentially serve the proposed new Rail Station at Soham.
- Lack of consultation with the equestrian community.
- Consultation is flawed as it does not take into account the safety of ALL road users.
- Lack of access to safe off-road routes as all the old byways which used to be easily reached are now cut by the Witchford bypass. There are three things that would really make a difference for vulnerable road users, including horse riders, and it would be wonderful if they could be included in the upgrade plans. They are:
 - ◇ Slow the traffic down
 - ◇ Provide safe crossing points
 - ◇ Create an off -road route so that the byways to the north of the A142 can be safely reached
- There are more people than ever are horse riding as well as walking and cycling for leisure/ exercise. It would be great if the paths were multi user paths, with safe crossings that could link safely into public right of ways like byways and bridleways to create a safe off road network for all vulnerable road users including equestrians.
- My principle objection is that the ECDC proposal is to create cycle paths rather than non-motorised multi-user paths wherever possible, which would enable horse-riders in particular to also use the new paths. I therefore urge ECDC to amend its proposal to support the creation of multi-user paths rather than cycle paths. There is real need for a safe crossing in the A142 and Lancaster Way roundabouts area too and I would ask that if and when one is made it takes into account the needs of horse riders as well as walkers and cyclists.
- ECDC has no direct control over the matters it is consulting over. I would be grateful, therefore, if it focused on developing a sound Local Plan which has sustainable development and transport at its heart. I believe that the current consultation will only raise the hopes of the public, then ECDC can blame CCC or CPCA for non-delivery.
- On the subject of converting Ely to Little Downham shared use path into a proper cycle path, it strikes me that it would be much more sensible, and probably an easier job to undertake (no road closures required...), if the cycle path from Little Downham to Ely followed Hurst Lane and its continuation, then linked up to the back of the grounds of the Hive to give cyclists a route through to the underpass.

Walking Questionnaire responses

Number of responses

866

Postcode of respondents

Postcode Area	Number of responses
CB25 0	86
CB25 9	59
CB6 1	118
CB6 2	161
CB6 3	148
CB7 4	109
CB7 5	121
CB8 0	3
CB8 7	0
CB8 8	10
CB8 9	31
Not given/ incomplete	20

Age of respondents

Age	Number of responses
Under 18	12
18-24	7
25-34	66
35-44	126
45-54	141
55-64	169
65+	322
Not given	23

Suggested Walking Routes

126 walking routes were suggested.

Route	Number of responses
Ely to Littleport	48
Burwell to Exning	29
Fordham to Isleham	29
Burwell to Fordham	21
Bottisham to The Wilbrahams	19
Burwell to Reach	14
Ely to Soham	12
Ely to Little Thetford	11
Ely to Witchford	11

47% (59) of the routes were suggested by 1 person only and 94% (119) by less than 10 people.

Many of the suggested routes were a section of a longer route corridor:

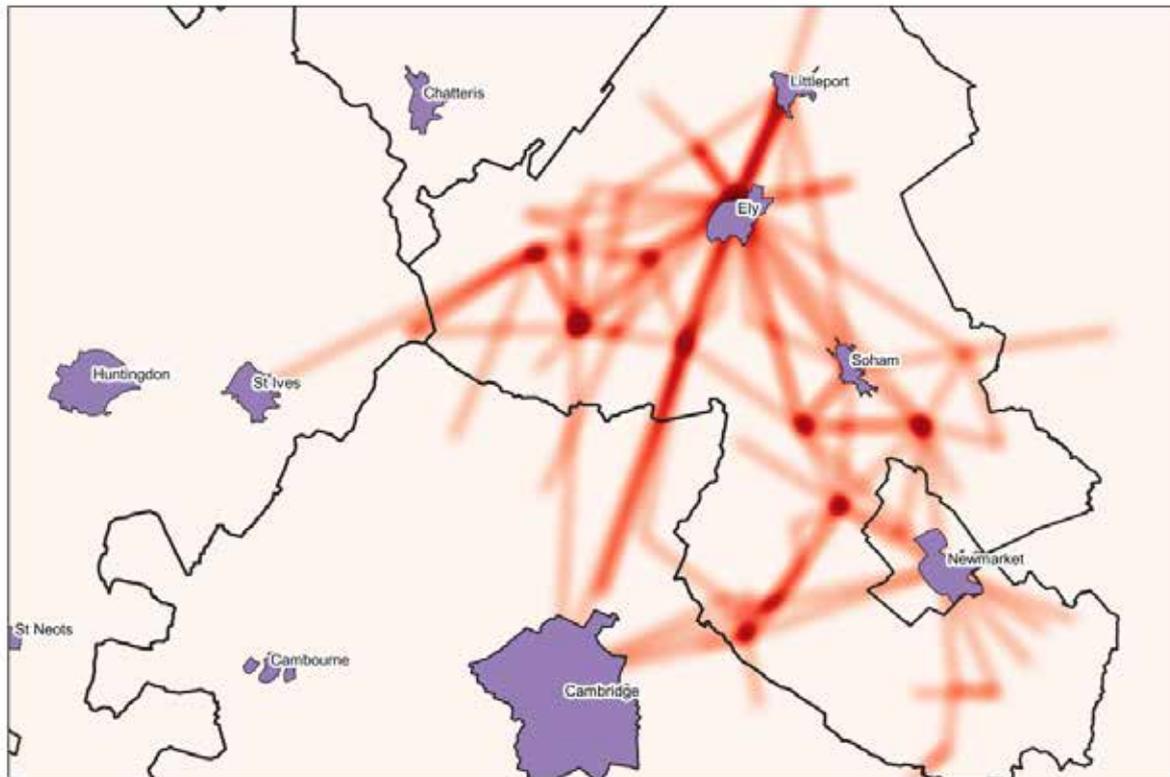
Route corridor	Number of responses
A10 Ely to Cambridge	42
B1103 Burwell to Newmarket	37
A142 Mepal to Ely	32
A142 Ely to Newmarket	18

Figure 1: Straight line of origin / destination map



Figure 2: Heatmap of popularity of the routes

East Cambridgeshire Walking Data heatmap



© Crown copyright and database rights 2019 OS 100023205

By journey purpose

To work

Route	Number of responses
Ely to Littleport	9
Bottisham to Newmarket	2
Ely to Cambridge	2
Ely to Stretham	2
Littleport to Downham Market	2
Mepal to Sutton	2

To college/higher education

Route	Number of responses
Ely to Littleport	5
Bottisham to Newmarket	3
Ely to Cambridge	3
Ely to Stretham	2

To doctors/healthcare services

Route	Number of responses
Ely to Littleport	10
Bottisham to The Wilbrahams	10
Fordham to Isleham	5
Burwell to Reach	4
Ely to Witchford	4
Lazy Otter Meadows to Stretham	4
Soham to Wicken	4

For shopping

Route	Number of responses
Ely to Littleport	28
Burwell to Exning	12
Burwell to Fordham	11
Fordham to Isleham	8
Ely to Little Thetford	6
Little Thetford to Stretham	6
Ely to Witchford	5
Ely to Soham	5

To access other public transport

Route	Number of responses
Fordham to Isleham	13
Ely to Littleport	12
Ely to Witchford	5
Burwell to Exning	4
Burwell to Fordham	4
Ely to Little Thetford	3
Ely to Soham	3
Ely to Prickwillow	3

To council offices or other public services

Route	Number of responses
Ely to Littleport	12
Ely to Little Thetford	5
Fordham to Isleham	4
Ely to Witchford	3

To sports and entertainment facilities

Route	Number of responses
Ely to Littleport	29
Burwell to Exning	21
Fordham to Isleham	13
Burwell to Reach	9
Ely to Little Thetford	5
Ely to Witchford	5
Ely to Prickwillow	5
Ely to Soham	5

To visit family and friends

Route	Number of responses
Ely to Littleport	27
Burwell to Exning	17
Burwell to Fordham	15
Fordham to Isleham	9
Bottisham to The Wilbrahams	9
Burwell to Reach	8
Ely to Little Thetford	8
Ely to Prickwillow	6
Soham to Wicken	6
Reach to Swaffham Prior	6

Other

Leisure cycling and for exercise were the most frequent 'other' response given.

Locations where the footpath is in disrepair

Total of 60 locations where the existing footpath is in disrepair were identified by 83 respondents.

The top 5 locations:

Location of disrepair	Number of responses
Bottisham to Newmarket	7
Burwell	4
Wilburton to Haddenham	4
Bottisham – Pound Close	3
Isleham – West Street	3

The other locations received fewer than 3 mentions.

Locations where there is no safe crossing point

A total of 59 locations where there is no safe crossing point were identified by 158 respondents.

The top 5 locations:

Location	Number of responses
A10 Witchford Road/BP Roundabout	23
Ely Railway Station	14
Littleport Leisure Centre	11
Forehill/Broad Street, Ely	8
A142 Lancaster Way roundabout	8

The other locations received fewer than 8 mentions.

Further comments/suggestions

344 respondents made further comments/suggestions. These have been categorised as below:

Nature of comment/suggestion	Number of responses
Negative comments general, lack of provision	124
Required maintenance, upgrade of existing paths, safety, lighting	118
Road safety, concern about proposed route	54
A to B route suggestions	47
Positive comments relating to walking/provision	34
Cross city path (Ely)	32
Dedicated paths (separate from all vehicles)	25
Signage/advertising for existing routes	13
Gaps in existing paths/road crossings	5

Walking related comments received via the Climate Change Ideas Forum:

- Better footpaths and cycle ways, wider pavements.
- Open and upgrade more paths with sufficient lighting. New housing estate at Kings Meadow but the street lighting and pathway down Prickwillow Road is shocking and does not encourage people to walk. Also the path off Merivale Way which would link the bottom of Clayway has half a path and never finished.
- Basically copy the Cambs City (cycling and walking) scheme.
- The path between Little Downham and Ely is narrow with no real verge between the path and the road.

Comments received by email

- Pedestrian crossing on Angel Drove is too near to the roundabout into the Tesco car park.
- Improve existing path between Ely and Little Thetford.
- The BP garage roundabout crossing is very dangerous for pedestrians.
- Better signage needed on main Roads and within the City Centre indicating routes/distances to Leisure Village, Cinema and other new facilities.
- There are many footpaths in Stretham and Little Thetford parishes that could be changed to bridleways.
- Footpath from Isleham to Fordham/ Burwell needed.
- The Council should check the ideas that people have for the District at <https://www.widenmypath.com/>
- At Ely Leisure Village there is currently no legible route for pedestrians from the pavement along Ely Road, through the car park to access the subway.
- Footpath needed from Littleport to Ely via Chettisham.
- Footpath needed from Reach to Burwell and Reach to Swaffham Prior.
- A segregated pedestrian/cycle bridge over the A10 into Ely from Witchford needed to encourage people to get to Ely by foot or cycle.
- Standard of footpath/cycle path between Ely High Bridge and roundabout is poor.
- Path along Stuntney Road and safe crossing point for access to allotments required.
- Improvements needed to the condition of the byways in the district, which should be open for use for pedestrians and cyclists as well as horse riders.
- Council should support schools to implement parking and waiting restrictions around schools to create safer environment for children walking to school.
- New infrastructure or upgrades to existing infrastructure should have the following 5 principles at their core - safety, directness, coherence, attractiveness comfort.
- ECDC should use planning powers to ensure developers prioritise use of walking, cycling and public transport over private car use, require developers to:
 - ◇ Endeavour to provide a variety of employment opportunities and other community facilities (such as schools, health centres etc) on site. Integration of housing, employment needs and transport facilities is central to both the sustainability of a development and its economic well-being.
 - ◇ Ensure that Growth Points are planned to best integrate with existing land-use.
 - ◇ Consider the location of Growth Points in terms of their connectivity to large urban areas, major zones of employment, retail/leisure facilities and the existing road and rail network.
 - ◇ Provide facilities within the development that will reduce the need to travel. These include flexible work/office space within the town and office space/broadband in homes.

- ◇ Consult with stakeholders and the general public on plans for the development.
- ◇ Ensure fibre broadband is installed at the construction stage to facilitate working from home.
- Lack of consultation with the equestrian community.
- Consultation is flawed as it does not take into account the safety of ALL road users.
- Lack of access to safe off-road routes as all the old byways which used to be easily reached are now cut by the Witchford bypass. There are three things that would really make a difference for vulnerable road users, including horse riders, and it would be wonderful if they could be included in the upgrade plans. They are:
 - ◇ Slow the traffic down
 - ◇ Provide safe crossing points
 - ◇ Create an off -road route so that the byways to the north of the A142 can be safely reached
- There are more people than ever are horse riding as well as walking and cycling for leisure/ exercise. It would be great if the paths were multi user paths, with safe crossings that could link safely into public right of ways like byways and bridle ways to create a safe off road network for all vulnerable road users including equestrians.
- My principle objection is that the ECDC proposal is to create cycle paths rather than non-motorised multi-user paths wherever possible, which would enable horse-riders in particular to also use the new paths. I therefore urge ECDC to amend its proposal to support the creation of multi-user paths rather than cycle paths. There is real need for a safe crossing in the A142 and Lancaster Way roundabouts area too and I would ask that if and when one is made it takes into account the needs of horse riders as well as walkers and cyclists.
- ECDC has no direct control over the matters it is consulting over. I would be grateful, therefore, if it focused on developing a sound Local Plan which has sustainable development and transport at its heart. I believe that the current consultation will only raise the hopes of the public, then ECDC can blame CCC or CPCA for non-delivery.