

Report No. 14555/00/JFR
February 2008

ELY MASTER PLAN

TRANSPORT AND ACCESS STATEMENT

Cambridgeshire Horizons
Endurance House
Vision Park
Histon
Cambridge
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CONTROLLED DOCUMENT

<i>Gifford No:</i>		14555/00/JFR	
<i>Status:</i>		<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
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<i>Checked:</i>	N Falk		18/1/08
<i>Gifford Approved:</i>	J Reeves		18/1/08

Revision Record					
<i>Rev.</i>	<i>Date</i>	<i>By</i>	<i>Summary of Changes</i>	<i>Chkd</i>	<i>Aprvd</i>
2	15/1/08	JR	Response to Initial Comments	NF	JR
3	18/1/08	JR	Further analysis of traffic impacts	NF	JR
4	15/2/08	JR	Final Version after Client Comments	NF	JR

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1. EXISTING CONDITIONS

1.1 Assessment of Existing Travel to Work

To assess current movements of people we have reviewed the 2001 Census Travel to Work data. This is probably the most comprehensive data set available to identify such movements. Table 1 below shows the key movements for those who live in Ely and those who work in Ely.

Table 1 2001 Travel to Work Patterns

From Ely to	Number	Percentage	To Ely from	Number	Percentage
Ely	2718	41	Ely	2718	40
Cambridge	1304	20	Downham	472	7
South Cambs	755	11	Haddenham	463	7
Littleport	144	2	Littleport	774	11
Soham	245	4	Soham	468	7
Rest of East Cambs	391	6	Rest of East Cambs	768	11
Suffolk	413	6	South Cambs	299	4
Norfolk (excl Fenland)	124	2	Fenland	358	5
Other	527	8	Other	554	8
Total	6,621	100	Total	6,874	100

These figures show that a large proportion of those who live in Ely, travel out of the city to work. As would be expected the most common destinations include Cambridge, the employment areas around Cambridge and Ely itself. Those that work in Ely come from a much wider area including a significant number of people who live in the surrounding towns and villages, including Soham, Littleport, King's Lynn and Downham Market.

1.2 Travel to Work Patterns for Those in New Estates

The surveys undertaken by ECDC of those who reside in the new estates to the west of Ely reveal significantly differing patterns of travel to work than are observed in other parts of the City. These surveys suggest that less than 20% of these people work in Ely itself, compared to 40% overall. Also it is clear that more of those living in new estates travel to Cambridge and its environs than is typical for Ely.

The data on travel to work also shows some interesting patterns in relation to modes of travel. More than half of those working in Ely walk to work. It is also interesting to note that almost a third of those who work in Cambridge travel by train.

2. RELEVANT TRANSPORT AND PLANNING POLICIES

2.1 Cambridgeshire Local Transport Plan 2006 - 2011

The Cambridgeshire LTP includes a number of issues and opportunities related to Ely. These can be summarised as:

- A10 – north of Cambridge - This busy de-trunked route links Cambridge and Kings Lynn (in Norfolk) and is often congested particularly between Ely and Cambridge. Further development planned along northern sections of the A10 in Cambridgeshire as well as in Kings Lynn will add additional pressure to this already busy route.
- Parking in the market towns - Over recent years traffic levels and demand for parking in Newmarket (in Suffolk) and Ely have greatly increased. The effects of this are exacerbated by the District Council being responsible for off street parking and the County Council being responsible for on street parking. Potential solutions to these issues may include the introduction of car parking charging in both towns and improvements to public transport services. Thereby managing the demand for parking while widening transport choices for local people.
- Partnership working - Partnerships between the County Council and the five District Councils, extending beyond the production of the LTP to include joint transport and planning initiatives in production of Market Town Strategies as part of the LTP, Town Council, District and County Council partnerships to improve public transport (for example in Ely), and the Area Joint Committee system, which enables transport decisions to be made at a local level.
- Physical opportunities - There are many places within the county where transport schemes would bring wide-ranging benefits. These include improvements to the A10 - A142 Ely Southern link road. This was submitted to DfT as a major scheme bid during the first LTP period but not accepted. The scheme is prioritised as a major LTP funded scheme bid in the second LTP, although is not currently a high priority regionally.
- Public transport proposals - New rail service from Cambridge to Peterborough via Ely and March to capture additional commuting to Peterborough and to improve bus services in Ely, March and Chatteris. Corridor improvements to the A10 north will enhance the attractiveness of this service + Real-time bus information.
- Cycling and walking - Improvements to cycle networks in Ely will be implemented through the Market Town Strategies.

2.2 Ely Market Town Transport Strategy

A key commitment within the first and second Cambridgeshire LTP's is the development of strategies for the market towns of March, Ely, Huntingdon and Godmanchester, St Ives, St Neots and Wisbech. The Market Town Strategies support the Structure Plan Policy P3/1, which promotes integrated town centre strategies. The full strategies set out transport programmes for the market towns aimed at achieving LTP objectives. They were originally developed in partnership with the local District, Town and Parish Councils, and neighbouring councils, enabling close integration of land-use planning and transport measures with local interests.

The key aspects of the original Ely strategy include:

- Making travel safer – the strategy includes a programme of road safety improvements, including junction improvements and improved pedestrian facilities
- Promoting sustainable transport – including a programme of pedestrian and cycling improvements including the main walking routes between the rail station, waterside and city centre
- Improving interchange between modes – including a proposed study of the interchange at Ely rail station
- A new park and ride service running from a new car park on Angel Drove
- Better management of car parking – the original strategy included proposals for on street car parking charges and decriminalised parking enforcement.

It should be noted that the strategy for Ely is currently being reviewed.

2.3 Regional Policies and Strategies

2.3.1 RPG 6 – Regional Planning Guidance for East Anglia, 1996 – 2016

Regional Planning Guidance for East Anglia (RPG6) was adopted in November 2000. The guidance provides specific requirements for development in Cambridgeshire and Peterborough with a time horizon of 2016. The RPG sets out a strategy for growth in East Anglia. The key approaches are designed to:

- i) Provide for continued population growth by meeting housing demand;
- ii) Provide for sustained economic growth across the region faster than the national average;
- iii) Concentrate development in the main cities and larger towns in preference to the smaller towns and villages and within built up areas in preference to the periphery. In rural areas development should be focused on the small towns – such as Ely - where this would contribute to greater self containment and which have access to good public transport; and
- iv) Resolve environmental, economic and social problems and in particular address the remaining disparities in opportunities and quality of life across the region through a focus on the priority areas for regeneration (one of the primary objectives of the EEDA and Cambridgeshire Horizons for Ely);

The Regional Planning Guidance sets out a sequential approach in locating housing growth concentrating development in, or as close to Cambridge as environmentally sustainable, whilst continuing to promote economic growth across the sub region.

2.3.2 Regional Spatial Strategy (RSS)

The Regional Spatial Strategy (RSS) consists of three inter-related documents:

- RPG 6 – Regional Planning Guidance for East Anglia (as described above)
- RPG 14 – Regional Planning Guidance for the East of England and
- Draft Regional Spatial Strategy for the East of England

In April 2001 the area covered by RPG6 and part of the South East Region covered by RPG9 were combined to form a new region: East of England. Regional Planning Guidance for the East of England Region (RPG14) was prepared and published as a draft document in February 2004. The document was approved by the East of England Regional Assembly on 5 February

2004 and has been 'banked' with the Secretary of State pending further work. When finalised, RPG14 will update the existing RPG6 (East Anglia) and part of RPG9 (South East) up to 2021. It will be published as a combined Regional Spatial Strategy for the East of England (RSS14).

2.3.3 Draft Regional Spatial Strategy for the East of England

The emerging Local Development Framework (as described overleaf) is required to be in conformity with RSS14, which is in the process of being produced by the East of England Regional Assembly. The RSS will set out the spatial strategy for development in the region, and the amount of land that needs to be developed for housing and employment up to the year 2021. It is due to be adopted in early 2008 as the East of England Plan.

2.3.4 Cambridgeshire County Structure Plan (CCSP) 1995

This document set out the precedent for future sustainable development across the county, whilst accommodating planned new growth. It sought the principle for new development provision *"in Ely and in the larger settlements of East Cambridgeshire which also have good services, employment and communications, particularly public transport."*

2.3.5 Cambridgeshire Structure Plan (CCSP) 2003

The Cambridgeshire Structure Plan was republished in 2003, and included a thorough review of land-use planning and economic development policies, in the light of the emerging regional agenda as it will be replaced in the new planning system by the Regional Spatial Strategy (see discussion below). However the 2003 Structure Plan is still part of the development plan for Ely until the East of England Plan is published in 2008.

The CCSP 2003, sets out the strategic policies for the county up to the year 2016.

There have been a number of key changes since the 1995 Structure Plan was adopted:

- the success of the high tech and business economy, especially around Cambridge;
- continued population growth and new household formation;
- pressure on transport and other infrastructure such as schools, health services etc;
- the need for affordable homes in areas of economic pressure;
- the need to enhance opportunity for economic regeneration, especially...the market towns of North Cambridgeshire;
- new national and regional planning guidance, with implications for housing, town centres and retailing, transport, flood risk, urban regeneration and rural prosperity;
- the need to incorporate improved understanding of the principles of sustainable development;
- the need for more flexibility in the planning framework and the ability to adapt to change.

2.3.6 East Cambridgeshire Local Plan

The current local plan identified the following issues & constraints:

Social

- Increasing demand for housing in Ely (Cambridge sub-region) due to economic success of nearby Cambridge (high degree of out-commuting © 60% from Ely to Cambridge);
- Lack of affordable housing;

- Car-based economy (rural hinterland) and accessibility to local jobs and services (bus services are urban centric or focused on transport corridor between Ely and Cambridge)

Economic

- Ely within Cambridge shadow (New regional planning emphasis marginalises Ely);
- Requirement to boost local economy with job creation to reduce outflow to Cambridge;

Environmental

- Historic core of Ely is protected as a Conservation Area in development plan;
- Protected views of Ely Cathedral across town;
- Fragile rural periphery of Fenlands as a barrier to development (new development restricted to urban infill or extension of urban boundary within A10 to west of town);
- New urban development will be at an increased density than previously (25 – 30 dph in ECDC Local Plan to 40 dph in new master plan proposals) – subject to planning and environmental conditions;

Transportation

- Level crossing barrier to traffic on A142 from south east (Newmarket direction). Travel congestion in peak periods. Bridge strikes on underpass.
- A10 – A142 Southern Link Road – defined in development plan policy (Adopted East Cambs local plan and carried forward in emerging LDF), and submitted as a Major Scheme Bid for LTP II.
- The aim of this new road will be alleviate through traffic from Ely city centre and to reduce the impacts of traffic congestion on the A142 Station Road. (Phrased in policy detail as a link road, not as a bypass)
- Poor cycling facilities in Ely (untapped potential given flat topography and small size of town, tempered by traffic congestion in city centre);
- Poor patronage of local bus services – lack of demand/poor commercial market, due to car dependency of local population.
- Traffic congestion in city centre (high proportion of visitor traffic);

2.3.7 Specific transport and land-use policies (and references):

Potential schemes identified in the above documents within the Cambridge Sub-region, that will have an impact upon Ely, include:

- High-frequency bus shuttle on A10 between Kings Lynn – Ely – Cambridge;
- Feasibility study to be undertaken on providing Park and Ride off A10 near Ely;
- Enhanced passenger rail services
- Potential electrification of rail line to Peterborough;
- Upgrading inter-modal rail freight depot (Queen Adelaide) north of Ely;
- Upgrades to the A10 between Kings Lynn – Ely – Cambridge;

There are a number of scheme proposals that have been developed specifically to tackle issues identified in Ely. These include:

- Major scheme bid for funding of A10 – A142 Southern Link Road;
- Introduce new parking charging regime in Ely city centre (demand management policy);
- Introduce 60 new spaces in city centre;

- Permanent city centre pedestrianisation – extension of Saturday/Market day street closures, coupled with wider city centre improvements for pedestrians;
- Developer-funded new peripheral cycle route linked to city centre and Sustrans NCN;
- Bus policy for Ely – investigate funding of new shelters and new services in conjunction with local operator. Limited funding available;
- Shopmobility service in city centre and extension of Dial-a-Ride service across town;
- To use new distributor roads accessing housing development north of Ely as a northern through route for town;

Reflecting the target for Ely to attract substantial new employment, the following policies have been set out in the documents described above:

- 9.8 ha. of land identified at East Cambs Business Park, Angel Drove, Ely;
- extension to Lancaster Way Business Park (west of Ely towards Witchford);
- New housing development on sites identified to north and west of Ely – under construction.
- Sites allocated in local development plan for extension to Ely Community College and new primary school.
- New hotel provision to be sought in Ely – out of centre near A10 potentially.

3. TRANSPORT IMPACTS OF THE PROPOSED PLAN

3.1 Accessibility of Key Areas

A key aspect of the Master Plan will be to direct development and specific land uses, into areas where they can most easily be accommodated. An outline assessment has therefore been undertaken of the areas of the city which are most accessible by walking, cycling and public transport. The analysis of accessibility is summarised below.

Figure 1 Walking Accessibility

Type	Destination/Attractors	Destinations within walking distance of 1 mile (1.6 Km)						Employment /Housing Open space	
		Lisle Lane	Cam Drive	Business park extension	Standen	Paradise	Chettisham		
S(P)	Ely St.Johns School					√			
	Highfield school (special school)	√*	√		√*	√			
	Spring meadow infant & nursery school	√	√*			√	√	√	
	Kings Junior school	√	√*	√	√	√			
	St Marys C of E junior school	√	√*			√	√	√	
S(S)	City of Ely community college		√			√			
H	Princess of Wales hospital		√				√		
L	Paradise sport & leisure centre	√	√*		√	√			
	Ely outdoor sports association		√			√*			
Rail	Ely railway station	√		√	√	√			
TC/BS	Broad street car park	√		√	√	√			
	Ship lane car park	√		√*	√	√			
	Brays lane car park	√	√*		√	√			
	Newnham street car park	√	√*		√	√			
	St.Mary's street car park	√	√*		√	√			
	Barton road car park	√		√*	√	√			
	Market street parking	√			√	√			
	Cresswell's Lane car park	√			√	√			
	Willow walk car park	√			√	√			
	Ely cathedral (tourist attraction)	√			√	√			
	Bus station at Tesco	√		√	√	√			
R	Tesco with car park facilities	√		√	√	√			
	waitrose with car park facilities	√	√*		√	√			
E	Cambridgeshire business park	√*		√	√				
** Number of destinations within one mile		18 (20)	4 (12)	6 (8)	17 (18)	21 (22)		3	2

S(P) - Primary school
S(S) - Senior school
H - Health
L - Leisure

Rail - Railway station
TC/BS - Town centre/Bus station
R - Retail
E - Employment

Notes:

√* - Destination is just outside the one mile radius from the development site

** - The number in the brackets e.g 18(20) includes destinations just outside the one mile radius

Figure 2 Cycling Accessibility

Type	Destination/Attractors	Cycling Distance (miles)						
		Lisle Lane	Cam Drive	Angel Drove	Standen	Paradise	Chettisham	High Flyer Farm
S(P)	Ely St.Johns School	1.2	1.8	1.8	1.2	1	2	2.5
	Highfield school (special school)	1.1	0.9	1.6	1.1	0.6	1.5	1.9
	Spring meadow infant & nursery school	0.9	1.1	2	1.4	0.7	0.9	0.4
	Kings Junior school	0.8	1.1	1	0.4	0.6	1.6	1.7
	St Marys C of E junior school	0.9	1.1	2	1.4	0.7	0.9	0.4
S(S)	City of Ely community college	1.5	0.5	1.9	1.3	0.8	1.2	1.8
H	Princess of Wales hospital	1.9	1	2.5	1.9	1.2	0.3	1.5
L	Paradise sport & leisure centre	0.4	1.1	1.5	0.9	0.1	1.2	1.3
	Ely outdoor sports association	1.6	0.8	2.3	1.7	1.1	1.5	2
Rail	Ely railway station	0.9	1.8	0.8	0.2	1	1.9	2.3
TC/BS	Broad street car park	0.4	1.5	1	0.4	0.5	1.6	1.8
	Ship lane car park	0.5	1.6	1.1	0.5	0.6	1.7	1.9
	Brays lane car park	0.6	1.1	1.4	0.8	0.2	1.4	1.4
	Newnham street car park	0.4	1.1	1.5	0.9	0.1	1.2	1.3
	St.Mary's street car park	0.6	1.1	1.3	0.7	0.4	1.3	1.7
	Barton road car park	0.9	1.5	1.1	0.5	0.7	1.7	2
	Market street parking	0.4	1.2	1.2	0.6	0.2	1.2	1.5
	Cresswell's Lane car park	0.1	1.5	1.3	0.7	0.6	1.6	1.6
	Willow walk car park	0.3	1.7	1.5	0.9	0.8	1.8	1.8
	Ely cathedral (tourist attraction)	0.5	1.3	1.3	0.7	0.3	1.3	1.6
R	Bus station at Tesco	0.9	1.8	0.8	0.2	1	1.9	2.3
	Tesco with car park facilities	0.9	1.8	0.8	0.2	1	1.9	2.3
E	waitrose with car park facilities	0.6	1.1	1.4	0.8	0.2	1.4	1.4
	Cambridgeshire business park	1.1	2	1	0.4	1.2	2.1	2.5
Total distance (miles)		19.4	31.5	34.1	19.8	15.6	35.1	40.9
Average Trip Length (mile)		0.8	1.3	1.4	0.8	0.7	1.5	1.7

S(P) - Primary school

S(S) - Senior school

Rail - Railway station

TC/BS - Town centre/Bus station

H - Health

L - Leisure

R - Retail

E - Employment

Development site	Distance (to nearest mile)									Ranking
	S(P)	S(S)	H	L	Rail	TC/BS	R	E	Total	
Lisle Lane	0.8	1.5	1.9	0.4	0.9	0.1	0.6	1.1	7.3	
Cam Drive	0.9	0.5	1	0.8	1.8	1.1	1.1	2	9.2	
Angel Drove	1	1.9	2.5	1.5	0.8	0.8	0.8	1	10.3	
Standen	0.4	1.3	1.9	0.9	0.2	0.2	0.2	0.4	5.5	
Paradise	0.6	0.8	1.2	0.1	1	0.1	0.2	1.2	5.2	
Chettisham	0.9	1.2	0.3	1.2	1.9	1.2	1.4	2.1	10.2	
High Flyer Farm	0.4	1.8	1.5	1.3	2.3	1.3	1.4	2.5	12.5	

E - Employment

S(P) - Primary school

TC/BS - Town centre/Bus station

H - Health

Rail - Railway station

S(S) - Senior school

R - Retail

L - Leisure

Lower accessibility

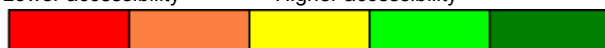
Higher accessibility



Development Site	Average trip length (mile)	Rank	Cycling accessibility
Lisle Lane	0.8	2	
Cam Drive	1.3	3	
Angel Drove	1.4	4	
Standen	0.8	2	
Paradise	0.7	1	
Chettisham	1.5	5	
High Flyer Farm	1.7	6	

Lower accessibility

Higher accessibility



Note: Ranking is based on the average length of trip to various destinations from each of the development sites

Figure 3 Public Transport Accessibility

Development Site	Distance to site boundary (m)	Long Distance Services				Local Services			Long Distance services overall assessment	Local services overall assessment	Overall accessibility assessment
		Number of services	Number of frequent services	Distance (m)	Available destinations	Number of services	Number of frequent services	Distance (m)			
Lisle Lane	150-250	1	1 Frequent	600	Cambridge	7	3	Adjacent - 600	Orange	Dark Green	Light Green
Cam Drive	200-800	1	1 Frequent	Adjacent	Cambridge	4	2	Adjacent - 800	Yellow	Light Green	Yellow
Angel Drove	160	1	1 Frequent	Adjacent	Cambridge	3	1	Adjacent - 800	Yellow	Light Green	Yellow
Standen	100-150	1	1 Frequent	Adjacent	Cambridge	6	2	Adjacent	Yellow	Dark Green	Light Green
Paradise	100-350	1	1 Frequent	Adjacent	Cambridge	7	3	Adjacent - 350	Yellow	Dark Green	Light Green
Chettisham	250-720	1	1 Frequent	Adjacent	Cambridge	1	1	Adjacent	Yellow	Yellow	Yellow
High Flyer Farm	400-660	1	1 Frequent	400	Cambridge	4	1	400-800	Orange	Orange	Orange



Notes:
Regular services are defined as having a day time frequency of atleast 1/ hr

There are a number of key conclusions that can be drawn from the analysis above. These are discussed below and summarised in Table 2:

- The Cam Drive site is relatively well connected in terms of walking accessibility, with good links to schools, health services and leisure uses. This makes this an ideal site for housing development.
- The Lisle Lane site is similarly well connected. Although it has poorer access to schools and health facilities, it is well connected to the rail station and the city centre. This makes this an ideal site for leisure uses.
- The Chettisham site is relatively poorly connected to the rest of Ely. This is difficult to change given the distance between the site and the centre of the city. However, a large development on this site would be expected to include new school and health facilities.
- The proposed employment sites are both relatively well connected to the rest of Ely, although Angel Drove is more remote from existing residential areas.
- The Standens site is very well connected to most of Ely, being close to the rail station, city centre and existing leisure and retail areas.
- Topography is not an issue with regard to cycling accessibility. The difference between the sites identified is therefore distance related. Cycling accessibility generally mirrors walking accessibility.
- Overall bus services within Ely are relatively good, at least in terms of accessibility, with most of the existing built-up area being within 600 metres of a frequent bus service i.e. with a frequency of at least 1 per hour.
- The exception to this is the Chettisham area, which as expected has a poorer service. This is related to the sparse population in this area. It would be expected that with good road links into any development, new bus services would be provided.

Table 2 Summary of Access for Key Sites

Area	Access to A10 and Cambridge	Access to City Centre	Access to Employment Areas	Access to rail station	Access to Schools
Cam Drive	Good	Fair	Fair – via A10	Poor	Good
Lisle Lane	Poor	Good	Fair – link needs improving	Fair – link needs improving	Poor for ECC, Fair for others
Chettisham	Good – but needs link	Poor	Fair – via A10	Poor	Fair – may need new primary school
Angel Drove	Fair	Fair	Good	Good	Poor
Standens	Fair	Fair	Good	Good	Poor for ECC, Fair for others
Paradise	Poor	Good	Fair – link needs improving	Fair – link needs improving	Good
High Flyer Farm	Fair – but needs link	Poor	Poor	Poor	Poor – would need new primary school
ESOA	Good	Poor	Fair- via A10	Poor	Fair – A10 is a barrier

3.2 Traffic Generation From Proposed Developments

An analysis of the size and potential densities of development for the key residential sites in Ely has been undertaken to assess the potential impact of the proposed levels of development on the transport network of Ely.

Table 3 Development Sites Vehicle Trip Generation

Site	Area Ha	Number of Units	Assumed Trip Rates	Total Peak Hour Generation	Number of Trips onto A10	Number of Trips to City Centre
Cam Drive	30.2	900	9 per day 10% in AM Peak	810	630	180
Lisle Lane	6.5	250	7 per day 12% in AM Peak	210	180	30
Chettisham	71.7	2,200	10 per day 11% in AM Peak	2,420	1,900	520
Paradise	2.0	50	4 per day 10% in AM Peak	20	20	0
High Flyer Farm	126.6	2,500	11 per day 10% in AM Peak	2,750	2,200	550

Notes:

- Trip rates assumed from TRICS database.
- Destinations assumed from 2001 Census and ECDC Surveys
- Cam Drive assumed to be similar to new estates
- Lisle Lane assumed to have high walk mode split for Ely trips
- Chettisham assumed to be similar to new estates
- All vehicle trips from Paradise assumed to be out of Ely
- High Flyer Farm assumed to be similar to new estates

3.3 Impact on the A10

As can be seen from the figures above, the proposed levels of expansion would result in significantly increased levels of traffic on the A10 around Ely. Whilst an additional 5,000 trips will obviously have an impact on traffic conditions at this stage it is difficult to give any indication of the level of impact.

Of potentially more concern is that a large proportion of these trips will continue on the A10 into Cambridge. This is likely to result in at least an additional 2,000 vehicles on this section in the morning peak.

3.4 Other Impacts

In addition to the impact on the A10, it is important to identify any potential impacts elsewhere in Ely.

The most obvious of these is the potential impact of more than 1,000 trips between the Chettisham and High Flyer Farm areas and Ely City Centre. These trips will make this journey via a variety of routes. Whilst some will use the A10 to make the first part of the journey, thence using Downham Road to access the centre, many will also use Lynn Road and High Barns.

It would be expected that current and future levels of congestion on the A10 would limit the attraction of this route and that maybe only 25% of trips would be made via this route. The standard of High Barns is also likely to be a significant constraint on the numbers that would use this route. This could be as little as 15% of the total. The majority, as many as 60%, would therefore be expected to use Lynn Road. Whilst this traffic will have an impact on Lynn Road generally, the major impacts are likely to be at the junctions with Cam Drive, Egremont Street, Market Street and St Marys Street. The latter of these is already constrained by poor geometry, which particularly affects the flow of HGV's.

It is recommended that more detailed studies of these junctions be undertaken to assess existing conditions and the likely impact of the traffic generated by the proposed development.

3.5 Potential Mitigation Measures

The most obvious way to reduce the traffic impact of the proposed development will be to encourage more of the incomers to work in Ely. By increasing the proportion of people who live and work in Ely it will be possible to not only reduce the additional levels of traffic on the A10, but also to increase the numbers of trips made by non-car modes. The latter effect comes from the fact that walking and cycling are both more attractive options for short trips, such as those that are made within Ely.

If the target levels of containment were achieved, the number of additional trips on the A10 could be reduced by almost half, to around 1,000. This could be further reduced by policies to encourage the use of bus and train services to central Cambridge and possibly beyond. Improvements to local bus services and walking and cycling routes would contribute to this, as well as reducing the number of car borne trips made within Ely.

4. ASSESSMENT OF FUTURE OPPORTUNITIES AND NEEDS

A number of key future opportunities have been identified with regard to transport, which will enhance other opportunities within the city and enable the development of key sites. These include:

- The provision of a southern link road to remove heavy traffic from the Angel Drove/rail station area. This would also provide a better route for heavy traffic between the west of Ely and the Queen Adelaide area. Given this it would also be possible to remove through HGV traffic from the centre, some of which currently uses Prickwillow Road to access the Queen Adelaide area.
- Removing this traffic from Prickwillow Road would enable the provision of improved traffic calming measures in this area, including narrower carriageways, wider footways and more formalised on-street car parking.
- Removing HGV's from the rail station area would allow a substantial re-allocation of road space. By narrowing the carriageway and widening foot and cycle paths it would be possible to remove the perceived barrier between the rail station and the rest of Ely. This would also open up the area for high quality development particularly at the north end of Angel Drove and around the rail station.
- Linked to this, improvements to Angel Drove, by implementing a boulevard style layout, improving the pedestrian environment, providing in-built traffic calming and improving cycling infrastructure, would greatly improve the area and reduce congestion.
- By further removing through traffic from the City Centre it would be possible to implement a traffic free zone, centred on the market square and Market Street. This would create a pedestrian friendly area that would raise the perception of the area. With such a system traffic would be required to use a combination of High Street, Brays Lane, Newnham Street, Nutholt Lane and Lynn Road to circulate around the centre.
- Improved management of off-street car parking, including the implementation of a dynamic car parking control system and variable message signing. This would help Ely retain its position as the market town for north east Cambridgeshire and south west Norfolk by reducing the deterrence to visitors from restricted availability of parking spaces.
- The implementation of a hierarchy for Ely's car parks, restricting on street parking to short stay, relocating long stay off street car parking to the periphery of the city and better enforcement of parking restrictions.
- Improved park and ride services to cater for visitors and workers, operated from new sites to the south east and north west of the city.
- Improvements to pedestrian linkages, particularly between the rail station, riverside and the city, and between the rail station and the city. These should incorporate improved street lighting, pedestrian priority at junctions, improved crossings and better signing. This would encourage people to either use the train to access Ely, or to use parking on the edge of the city and walk to the centre.