

Survey Report 2023/2024

Contents

Section 1: Introduction.....	1
Section 2: About the survey respondents	2
Section 3: Public Transport	4
Section 4: Mobility aid use.....	5
Section 5: Walking habits and views	8
Section 6: Cycling habits and views	12
Section 7: Route improvements	16
Section 8: Barriers to Walking, Cycling and Mobility Aid Use	20
Section 9: Equestrian References	22

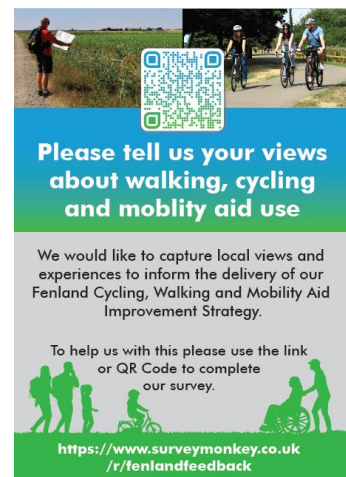
Section 1: Introduction

As part of the Fenland Cycling, Walking and Mobility Aid Improvement Strategy (adopted 2022), Fenland District Council committed to continue engagement with local residents, students, employees and visitors regarding their views, habits and experiences of walking, cycling and mobility aid use in Fenland.

An online survey was launched in June 2023 and promoted via social media and at local venues and events using leaflets, posters and business cards.

Questions were asked throughout the survey to help understand respondents' needs, habits, experiences and views of transport and access in Fenland. The responses to the survey were downloaded in March 2024 and are set out in the following sections:

1. Introduction (page 1)
2. About the survey respondents (page 2)
3. Public Transport (page 3)
4. Mobility Aid use (page 4)
5. Walking habits and views (page 7)
6. Cycling habits and views (page 11)
7. Route Improvements (page 14)
8. Barriers to Walking, Cycling and Mobility Aid Use (page 18)
9. Equestrian Responses (page 20)



A total of 476 responses were received between June 2023 and March 2024. Details of 370 of these survey responses are set out within this report. 106 responses have not been included in this report for the following reasons:

- 39 responses were incomplete to the extent that they contained no useful data.
- 67 responses were completed by respondents with no local connection or reference to the Fenland area.

Equestrian responses:

Horse riding is not considered to be a method of travel to access places of education and employment in the Fenland Cycling, Walking and Mobility Aid Improvement Strategy. It is therefore not a transport mode focus for the survey. However, riding is a very important activity in Fenland's rural community and must be considered and accommodated within wider network links where byways and bridleways are in use. Survey comments relating to horse riding received in this survey been included in Section 9.

Section 2: About the survey respondents

To understand where survey respondents are from and their links to the Fenland area, people were asked to provide the first four digits of their home postcode. They were also asked if they worked or attended education in any of Fenland's four market towns or local villages.

Other questions were also asked to build a picture of our respondent's opportunities and abilities, such as:

- Do you own or have access to a car?
- Do you use a Mobility Aid?
- Can you ride a bike?
- How far can you walk

The responses to these questions are set out below:

350 respondents live in Fenland (94.6%)

- 178 also work in Fenland
- 21 respondents also attend education in Fenland.

18 respondents work in Fenland but live elsewhere

3 respondents visit Fenland for other purposes.

287 respondents can walk up to 5km or more (77.6%)

27 respondents cannot walk up to 400 metres

24 respondents use a mobility aid (6.5%)

349 respondents have access to a car (94.3%)

Comments from people with access to a car included:

- *We have 2 cars in the family which are used to drive to work.*
- *I do not drive but my husband does.*

- *I have a mobility adapted car.*
- *More EV chargers are needed in the area.*
- *I would like to be able to use greener options via bike or horseback.*

335 people stated they can ride a bike (90.5%)

Comments from those that stated they cannot ride a bike included:

- *I ride a horse instead.*
- *Too many potholes.*
- *Cannot ride due to spinal problems, age or injury.*
- *The roads are too busy with tractors, lorries and cars. Many drive to fast and do not give you enough safe space when passing.*

299 people stated they have access to a bike (80.8%) – including a recumbent cycle, a tricycle and a trike, plus 3 people who stated they cannot ride.

Comments from people with access to a bike included:

- *It would be lovely to have bicycle routes to surrounding towns and villages.*
- *I have recently signed up to a cycle to work scheme.*
- *My bike needs fixing.*
- *I had a bike but gave it away as felt unsafe cycling.*
- *I can ride but I choose to walk as I have a dog.*
- *We go on regular family bike rides.*
- *I am a keen cyclist.*
- *I am not very confident.*
- *We are a family of 4, all with bikes, but hardly use them as it isn't safe to ride.*

Section 3: Public Transport

We asked if people had used public transport within the last 12 months and if so, what type of transport had been used.

123* people (33.2%) stated they had not used any public transport.

246 people (66.5%) stated they had used public transport and provided the following details:

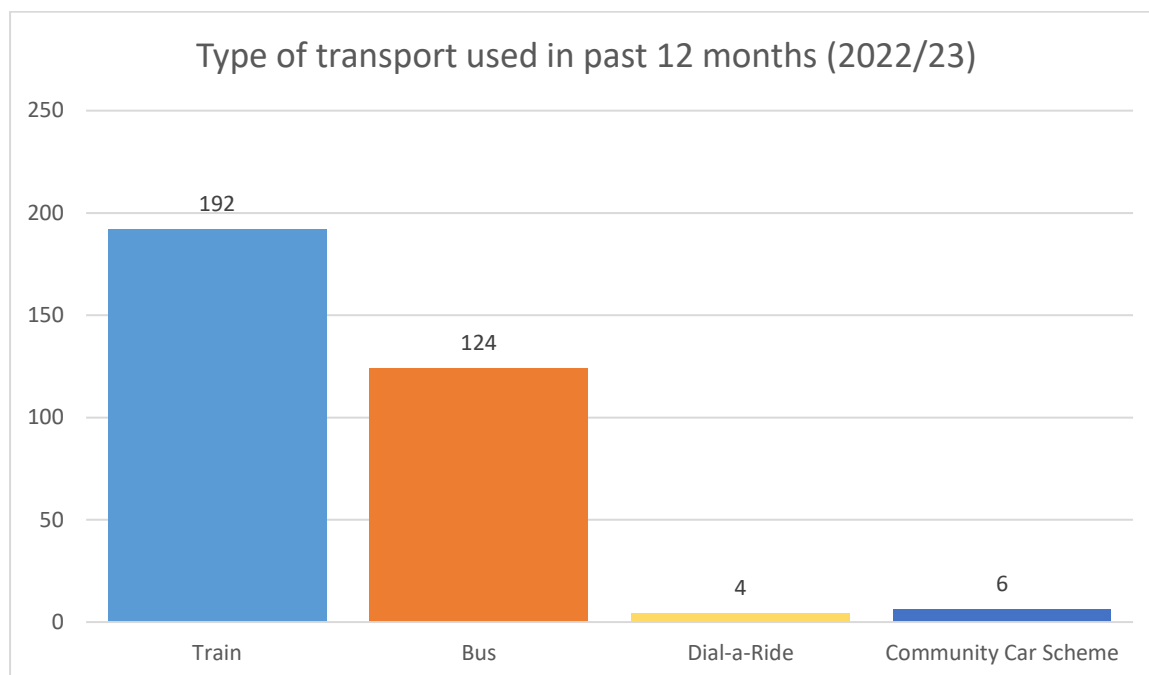


Figure 1: Types of travel.

*One person did not answer this question.

The following comments were also provided:

- None of these are practical in a wheelchair.
- Do not use [public transport] locally, we live too rurally.
- Please reinstate the bus to Ely and Cambridge (from March).
- Never used a local bus as they are so limited on journey times (March area).
- Not local buses (used in London and Brighton).
- Bus timetables are only once every 2 hours and not synced with school times (Whittlesey).

Section 4: Mobility aid use

We asked if people were mobility aid users and what type of journeys they used these aids for. We also asked for general comments, experiences and opinions about mobility aid use and what could be done to support more journeys.

24 people state they use a mobility aid (6.5%). This includes:

- Walking sticks
- Crutches
- Walking frame
- Electric wheelchairs
- Mobility Scooters
- One respondent uses their bicycle as a mobility aid
- Two stated they use their horses

Other respondents who do not use mobility aids themselves referenced family members (husband, mum, partner) who do.

“My mum uses a mobility aid and I would like to go out with her while I ride my bike.”

22 respondents provided details of the journeys they use their mobility aids for. These responses are set out in the table below:

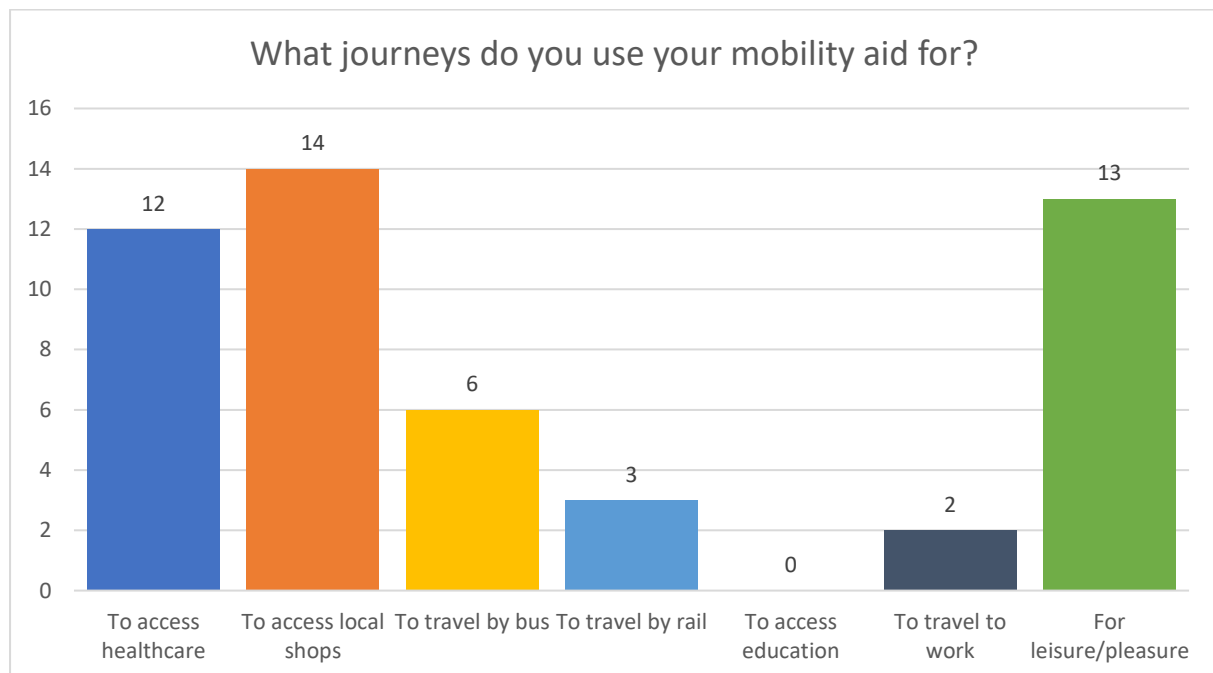


Figure 2: Journeys undertaken using mobility aids.

Comments included:

- Can't get to work or shops on mobility scooter as rural.
- I don't [use a mobility aid] but my husband does.
- I sometimes need to use my bicycle as a mobility aid due to a heart condition.

Occasionally use a four wheeled walker inside shops.

Mobility aid users were asked what would improve their ability to travel by mobility scooter or wheelchair for local journeys. 60 responses were received in total which included people who do not use mobility aids.

The details of all 60 responses are set out below:

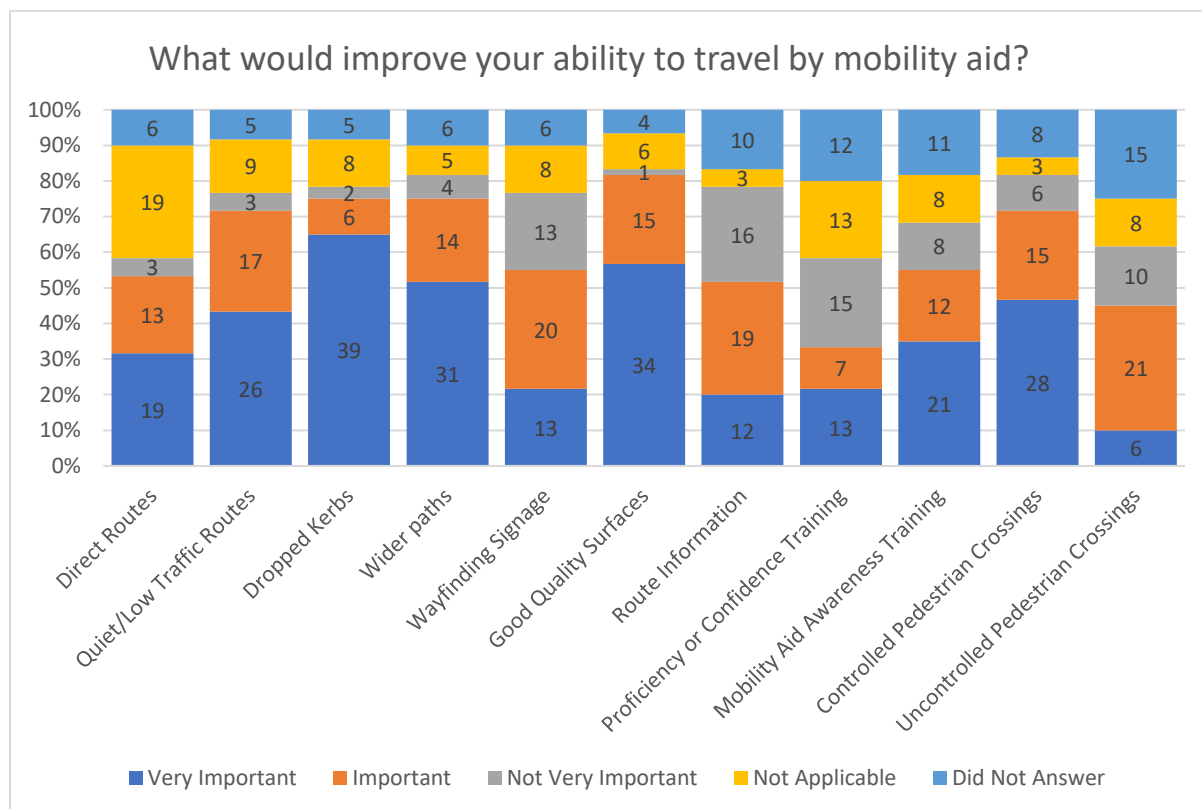


Figure 3: Improvements for travelling by mobility aid.

The following comments were also provided:

- [I] do not use a mobility aid but current shared path use does not take into account these users, pedestrians and cyclists.
- A lot of the paths need fixing, they can be very bumpy where the small particles have washed out leaving the larger stones making them both bumpy so uncomfortable in a wheelchair and difficult to steer, etc.
- Footpaths [need to be] kept clear of overgrown hedges which usually include brambles.
- Pedestrian islands are a nightmare for wheelchairs. The drop kerbs are usually not suitable, I'm guessing designed by someone who is not a wheelchair user, and there is never enough room for you to feel safe, I avoid them at all costs.
- Lack of drop kerb's make it very hard for wheelchair or mobility scooters to get on and off paths.
- Pushing my nan in a wheelchair around New Road (Chatteris) to town is difficult and not easy to push.

The survey noted that mobility aid use such as mobility scooters and wheelchairs are becoming more prevalent across Fenland and work is needed to understand how the use of these aids can be supported within infrastructure plans and projects.

The following comments were provided in response to this statement:

- The specific areas for improvement you have identified [in this survey] will be important to develop to improve access, independence and reduce social isolation.
- [We need] wider resurfaced pavements to make them safe for mobility aids. More improvements (better access) would mean less cars are needed. This would make it safer for pedestrians and cyclists. Better public transport routes, including trains and buses that people can easily get mobility aids onto, would encourage people to use them instead of cars. Making public transport more affordable would also help.
- Stop shops putting signs on the pavement and blocking the paths - infuriating!!! Stop cars partially or fully parking on paths - infuriating!!! Some of the mid road island crossings are dangerous for wheelchairs. When you plan or design wheelchair access can you please talk to someone who actually uses a wheelchair. Most of the 'guidelines' that planners and builders are using lead to completely impractical access.
- Paths are too narrow to accommodate pedestrians and mobility aid users. They are also too narrow, when passing a driveway the mobility aid user can be pushed towards the road on the slope. If the path surface is poorly maintained it presents a hazard. Crossing roads can be difficult as there are not many official crossings and dropped curbs are not always in suitable places.
- At the moment, if you use a scooter on the roads it holds up all the traffic. The paths are not wide enough, and some are in a terrible state for walking and scooter use.
- I am considering purchasing a mobility scooter because the paths are too uneven for my wheelchair. This makes me very sad as I would rather use my own power and keep my fitness levels up.
- People who use walking sticks need suitable seating to rest to enable more journeys to be made.
- People should have training to use mobility scooters and their speed should be limited on pavements.
- Planners could try using the areas in a scooter or electric wheelchair to experience what it's like. Perhaps more ideas or solutions would come from it too.
- Paths are not wheelchair friendly. The drop kerbs are often damaged, at an angle or not there at all. Recently there has been a noticeable increase in the number of cars parking partially or fully on the pavement and blocking wheelchair access - this must be better policed.

Section 5: Walking habits and views

We asked a series of questions to understand how far and where our respondents travel on foot. We also asked for opinions on existing walking routes and on what would help people to walk more often.

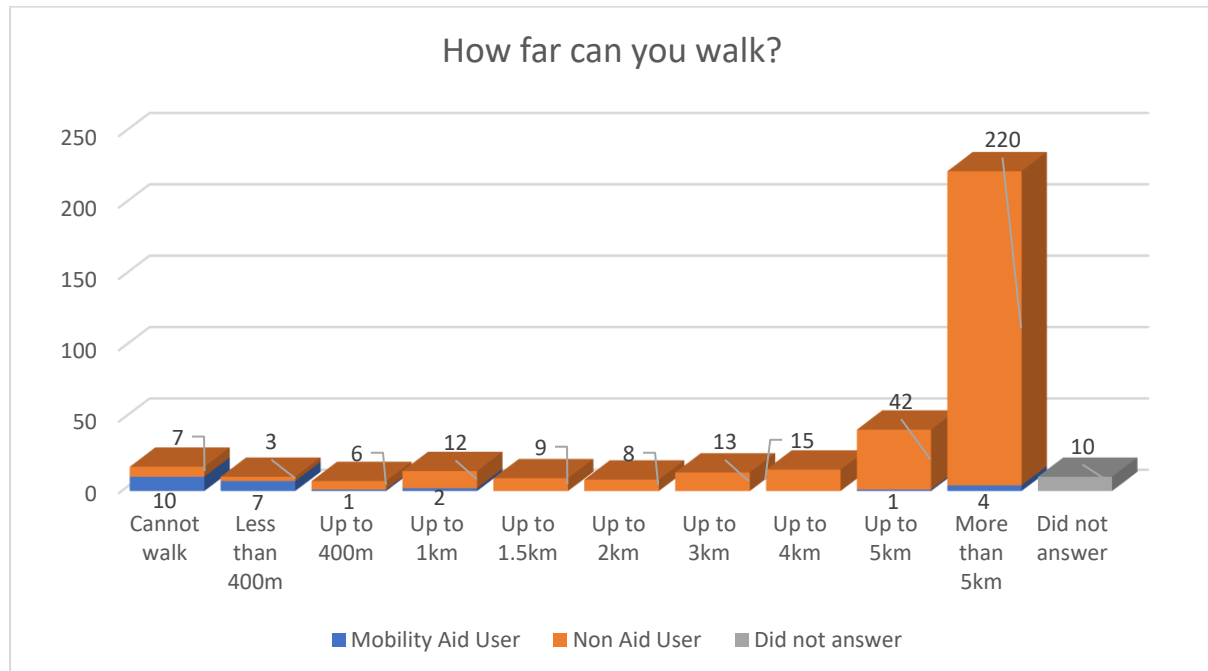


Figure 4: Distances people can walk.

Comments related to walking distances include:

- [I walk more than 5km] despite my slight cerebral palsy.
- Due to arthritis in my knees I find it easier to cycle than walk.
- I am a disabled walker using aids and a dog.
- I am a runner and train for long distances.
- I have a back problem and have had 3 back ops, nerve damage, just had one knee replaced awaiting other to be done.
- It would be nice to cycle too!
- Long walks that can be done in sections are the ideal because you may have less time to do the full walk.
- Sadly walking anywhere around Peterborough, Whittlesey & Eastrea is frightening. E-scooters & bikes whizz up silently behind you or push past.
- [I] love to have long walks into different towns.
- We live within a walking distance from Wisbech town for work and school but only walk to school due to other commitments. It is worrying as walking isn't safe, the children have to cross a bendy road twice as the footpath ends [Elm].
- We mainly go to Ferry Meadows for a long walk as it's circular.

24 people stated they attend education in Fenland and 22 people travel by foot to school or education.

195 people stated they work in Fenland but only 47 people walk to work.

The full details of where respondents travel to on foot are set out in the table below:

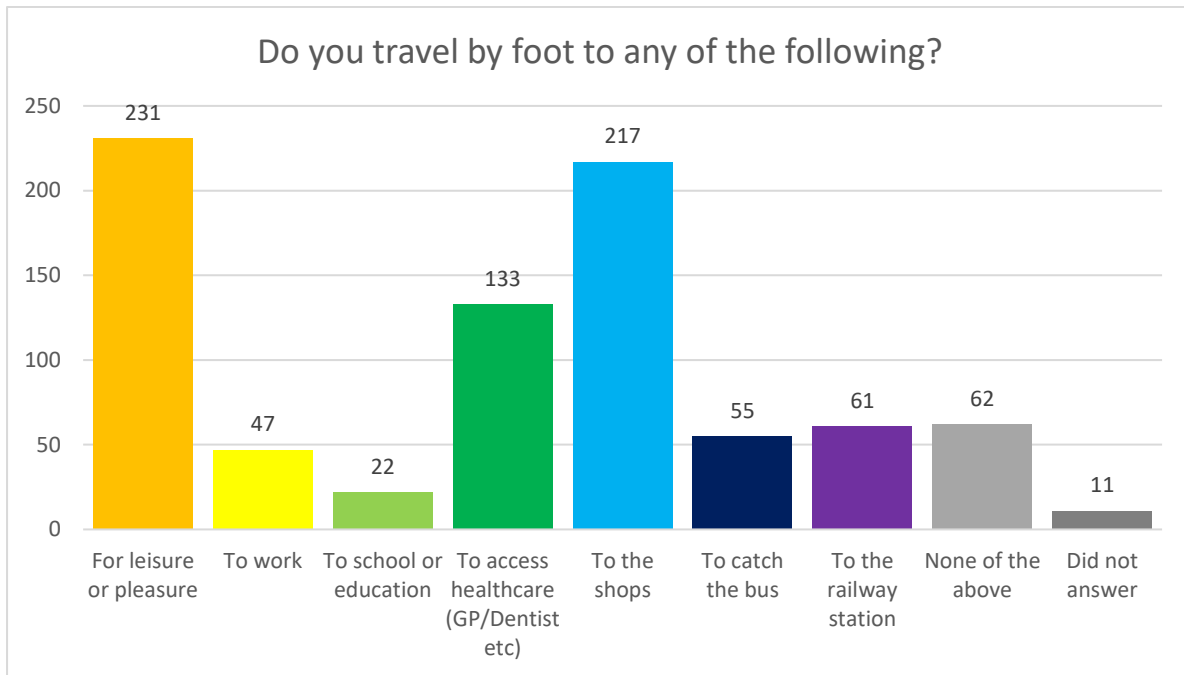


Figure 5: Places people travel by foot.

Comments related to where people walk include:

- Walking (or running) for exercise.
- Dog walking.
- Always walk /ride when I can.
- By local shops I mean the market as there aren't many shops left in the town centre (March area).
- [I] drive to Whittlesey and walk when there.
- I can walk to the local shop and post office. I do walk to the doctors and Pharmacy but there is no pavement on that side and the pavement across the road is narrow and crumbling (Parson Drove).
- I would like to walk more but at the moment it is not safe to do so (Wisbech area).
- Until recently we have only walked as do not drive.

More people are dissatisfied than satisfied with the walking routes available near them. This is shown on the table of response below:

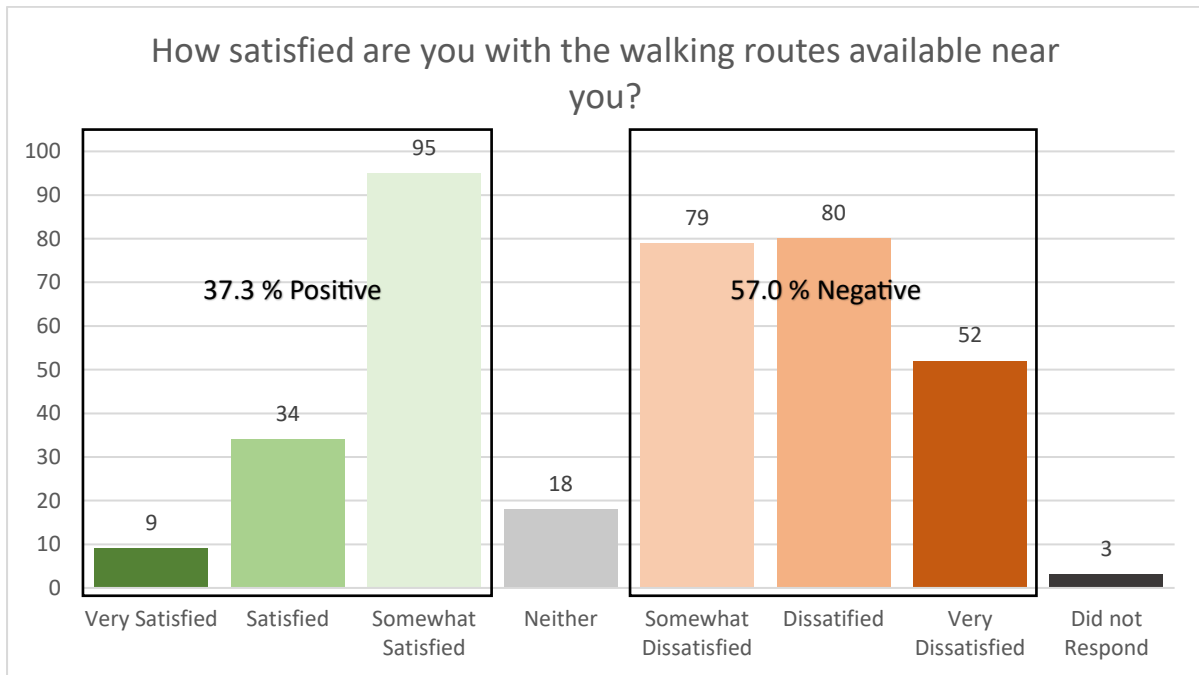


Figure 6: Walking satisfaction levels.

Comments related to satisfaction levels for walking routes included:

- Concerns over surface quality – weeds, cracks, potholes, uneven.
- Issues relating to litter – more bins needed.
- Need for lighting.
- Lack of footpaths and disjointed/disconnected routes. Pedestrians forced to walk on the road.
- Need for dropped kerbs and wider pavements.
- Need for benches and places to rest.
- Need for multi-user routes.

207 respondents stated that good surfaces would encourage them to travel more on foot (55.9%)

197 respondents stated that direct routes would help (53.2%) and 178 stated low traffic routes (48.1%).

The full responses relating to encouraging journeys on foot are set out in this table:

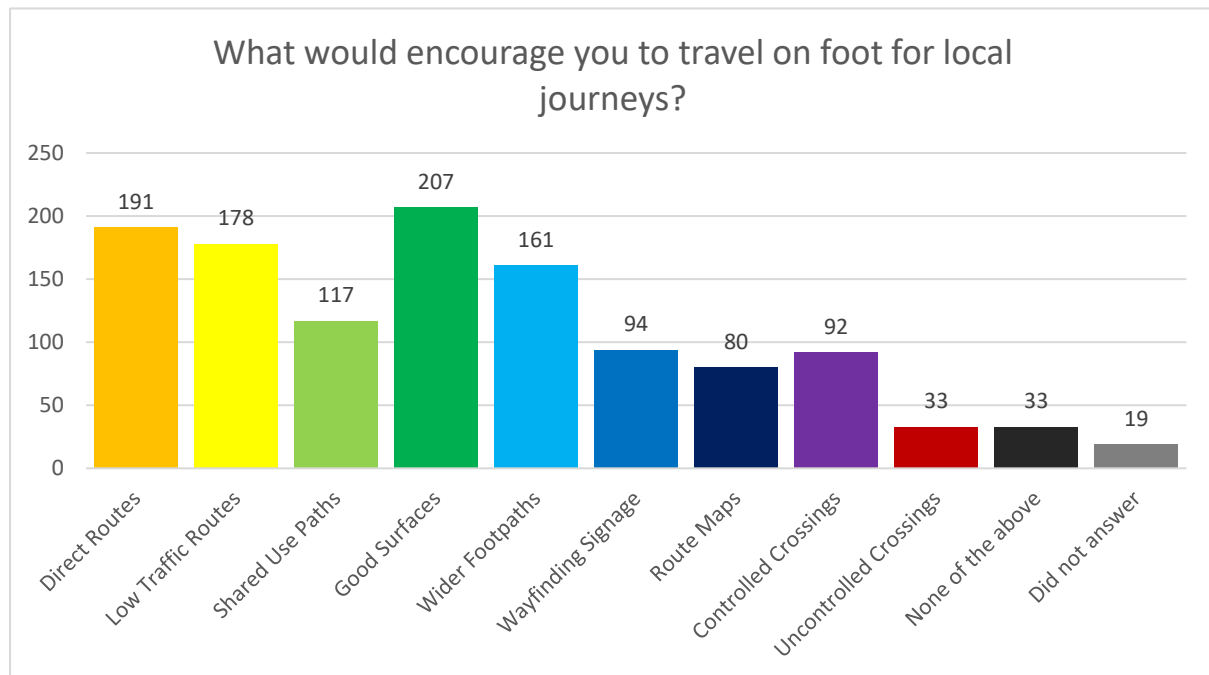


Figure 7: What would encourage local journeys on foot?

Comments relating to travelling on foot for local journeys included:

- Some people are unable to undertake journeys on foot due to disability or illness.
- People are already travelling on foot and are happy with current provision.
- Lack of opportunity to travel by foot due to poor quality of surfaces, vegetation, lack of routes.
- Illegal car parking blocks routes.
- Preference for using a car – faster, more convenient.
- Need for safe crossings.
- Need for route signage.
- Concerns over traffic volumes and speed.

Section 6: Cycling habits and views

We asked a series of questions to understand how where our respondents travel by bicycle. We also asked for opinions on existing cycle routes and on what would help people to cycle more often.

151 respondents do not cycle to any of the places listed (40.8%)

188 respondents cycle for leisure or pleasure (50.8%)

The full responses regarding cycling habits are set out in the following table:

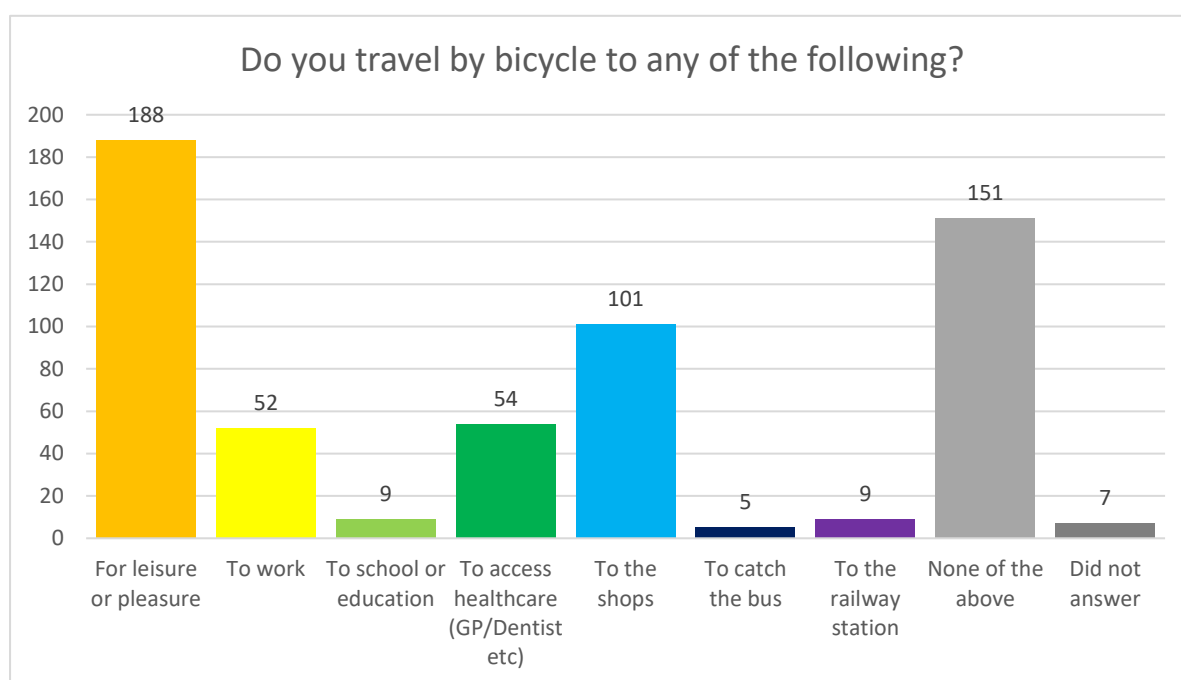


Figure 8: Purpose of journeys by bicycle.

Comments related to where people cycle include:

- For exercise.
- Concerns over safety:
 - I would cycle but I don't because the amount of traffic puts me off.
 - I would like to cycle to work, the train station, for leisure and to local shops but it is not safe to do so.
 - I would need to ride on A605 to Whittlesey which is too dangerous with the amount of lorries so I no longer cycle.
 - I used to cycle to the doctors but felt unsafe, so stopped.
- References to lack of cycle paths.
- References to poor quality surfaces:
 - I did use the Green Wheel but had too many punctures due to surface issues.
- I work as a cycling instructor across Fenland.

- We have just purchased a cargo bike recently, after renting one though a Cambridge scheme. We live in March and have used it to get to library, shops and take kids to school.
- [We cycle to] West End Park also for the George Campbell in March

More people are dissatisfied than satisfied with the walking routes available near them. This is shown on the table of response below:

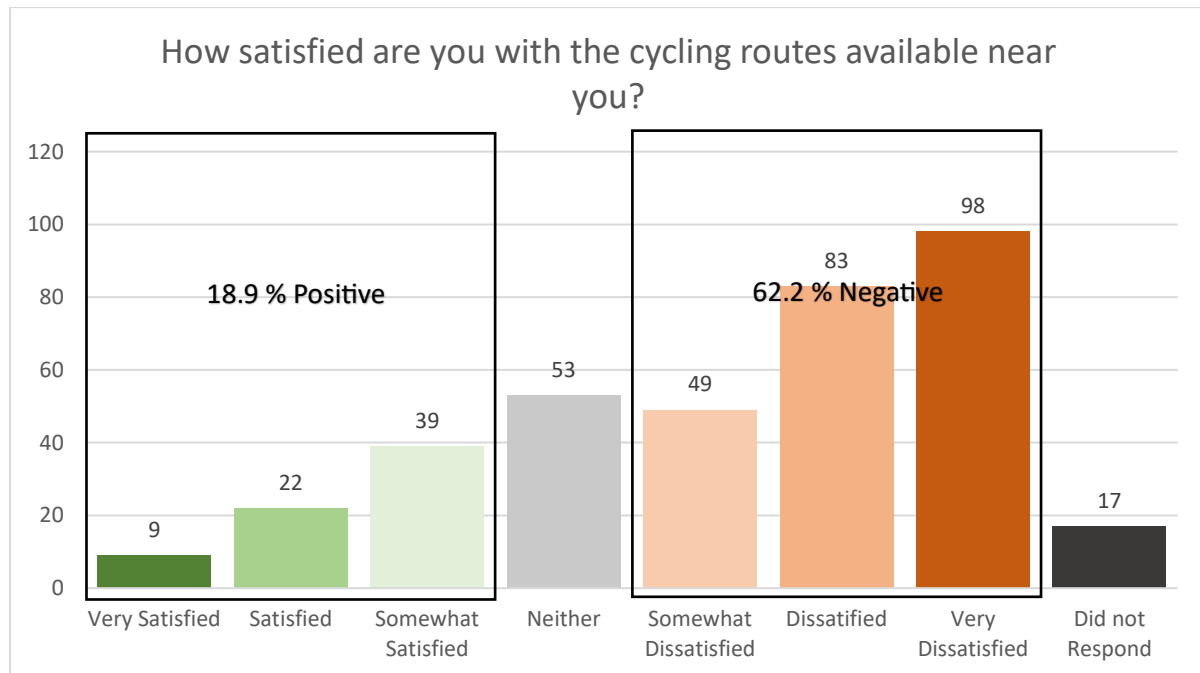


Figure 9: Cycling satisfaction levels.

Comments related to satisfaction levels for cycling routes include:

- Lack of cycleways and cycle routes.
- Concerns over safety:
 - I often take my daughter on bike rides, sometimes because we need to go somewhere and it saves using the car, and sometimes just for recreation. The potholes in the roads in Whittlesey, especially ones near to the pavements and therefore where a cyclist would bike really worry me. I'm forever shouting 'mind the pothole' at her as we bike. It's dangerous.
 - Cycling around March is shocking. The little dedicate cycleways that exist are very short and soon end up back in the road. The roads are badly maintained and busy, so cycling at the side of the road is dangerous.
 - Routes are overgrown or strewn with cut down brambles making cycling hazardous. Also, too many areas dangerous in the dark for a lone woman.
 - Cycling on the main roads is too dangerous - even between villages. There needs to be some safe provision where these journeys are most likely to require the use of a bike.
 - Most people cycle on pavements making it dangerous for pedestrians.
- Issues caused by road works and inconsiderate parking.
- Poor signage - Certain routes need better signage as it is faded and unreadable around Eastrea.

- Not many tracks are suitable for a recumbent cycle locally and the state of paths in the village makes using a wheelchair very difficult (Wimblington).
- It is virtually impossible to cycle safely in Whittlesey, due to the volume of traffic which includes on a daily average 700 HGVs passing through the town. Any quieter routes involve cycling on busy roads first. I have competed as a cyclist but have almost stopped cycling since moving to Whittlesey -- this should give you an indication of how bad the situation is.
- Routes need to be off road but not in countryside where some feel lonely and vulnerable.

270 respondents stated that off road cycle lanes would encourage them to travel more on foot (73.0%)

239 respondents stated that good surfaces would help (64.6%) and 171 stated on road cycle lanes would encourage them (46.2%).

The full responses relating to encouraging journeys by bicycle are set out in this table:

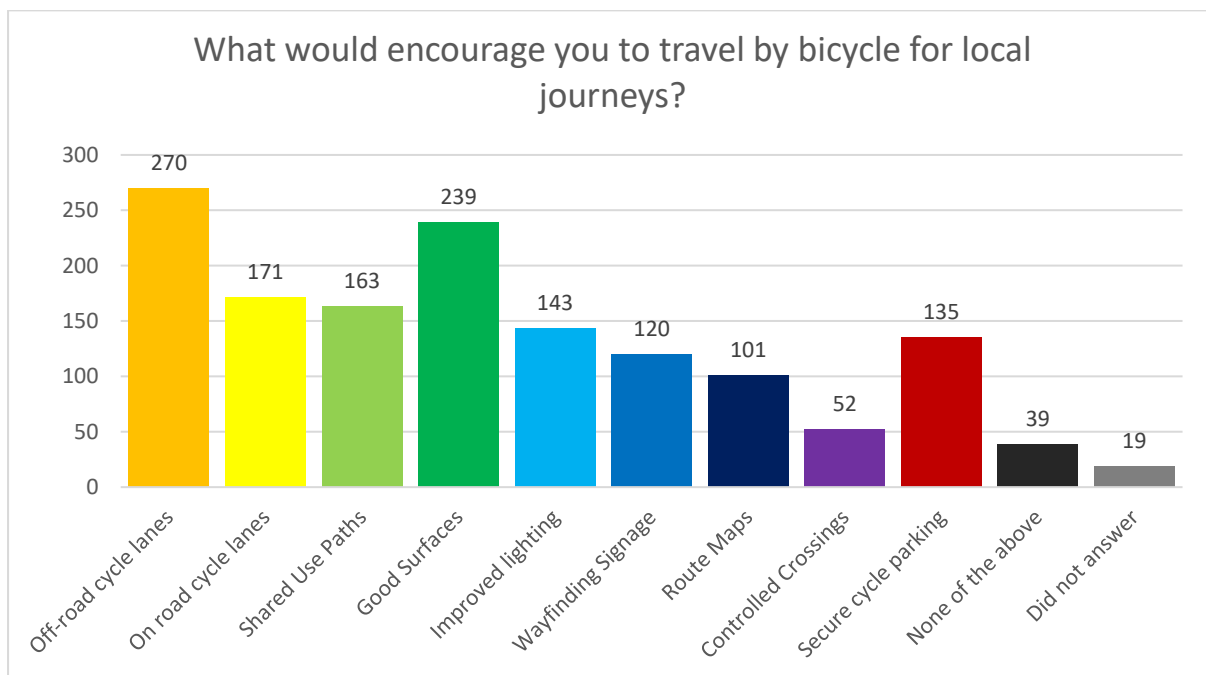


Figure 10: What would encourage travel by bicycle?

Comments related to cycling for local journeys include:

- As a child I did a cycle proficiency. Such a great idea for both children and adults
- I don't enjoy riding a bike on the road around the Fens. I feel the drivers are more careless and don't care for other road users. I felt safer riding in London even with heavier traffic.
- [There is a] lack of cycle parking.
- Need to reduce traffic volumes and speed. Off road cycle routes need to offer safety and convenience, be of smooth surface and better to use than the roads.

- Slower speed limits are needed between Doddington and Wimblington.
- Until cyclists are able to ride according to the Highway Code (eg obeying traffic lights when on red) nothing will improve.
- We would need a special bicycle so I could take my partner with me.
- Cycling is an uncomfortable, impractical and dangerous means of transport. I don't choose any option that requires me to wear a crash helmet.
- Others referenced inability to cycle due to disability, age, ill health or access to a bicycle. Whilst some stated they had no interest in riding a bike.

Section 7: Route improvements

We asked participants to provide comments about specific locations they felt needed improvements. We also asked whether participants were aware of any recent improvements near them and what their thoughts were on them. The responses to these questions are set out in the following tables.

Respondents suggested the following improvements should be considered at these locations:

Type of Improvement	Location
Footpath needed	<ul style="list-style-type: none"> ➤ Guyhirn to Rings End, Wisbech St Mary and Wisbech. ➤ Barton Road (Wisbech) between Coxs Lane and Riverside Meadows Academy. ➤ High Road (Guyhirn) at Mouth Lane ➤ Aldi to Eastrea (A605) ➤ Leverington Common – or a bridge to Garden Lane (Leverington) ➤ Ingalls Lane (Doddington) ➤ Wype Road (Eastrea) to NCN63 route
Cycle path and footpath needed	<ul style="list-style-type: none"> ➤ Guyhirn to March (access to school and railway station). ➤ Parson Drove to March (access to school – no buses). ➤ Doddington to Chatteris ➤ B1040 Ramsey Road (Whittlesey) ➤ Knights End Road to Wisbech Road (March)
Clear litter or broken glass	<ul style="list-style-type: none"> ➤ Wisteria Road, Kirkgate Street, Fenland Road (Wisbech)
Cut back vegetation	<ul style="list-style-type: none"> ➤ Pendula Road, Cromwell Road and Weasenham Lane (Wisbech) ➤ Path along River Nene at North Drive park, NCN63 (Foxes Marina), path between Hundred Road and Norwood Road, Maple Grove, Barkers Lane, West End park, Springfields Avenue/The Causeway junction, Rings End Nature Reserve, Nene Parade, Peas Hill Road (March), ➤ Benwick Road (Doddington) ➤ Railway Lane (Chatteris) ➤ Whittlesey to Peterborough (Stanground Green Wheel)
Need benches	<ul style="list-style-type: none"> ➤ Lynn Road, Norwich Road, Cromwell Road, Churchill Road, Wisbech Park (Wisbech)
Path needs widening	<ul style="list-style-type: none"> ➤ Cromwell Road, Churchill Road, Norfolk Street and Weasenham Lane (Wisbech) ➤ B1101 (Coldham) –between bus stop and Bramley Court to enable wheelchair access ➤ Maple Grove (March) – to accommodate school footfall
Issues with parked cars	<ul style="list-style-type: none"> ➤ Church Road/High Road junction (Guyhirn) ➤ Creek Road/Wigstones Road/St Johns Road junction, Maple Grove, Robingoodfellows Lane (March) ➤ Gracious Street, Richardson Way, New Road, Drybread Road, Stonald Road, Bassenhally Road (Whittlesey) ➤ Coates Road (Eastrea)

Type of Improvement	Location
Traffic calming	➤ High Road (Guyhirn) opposite Selwyn Corner.
Missing stairs	➤ High Road (Guyhirn) from riverbank opposite playground
Reduce to 20mph	➤ Back Road (Murrow)
Pedestrian refuge needed	➤ Coalwharf Road/South Brink junction (Wisbech)
Review shared use path	➤ South Brink (Wisbech) – shared use path ends abruptly
Surface works/resurfacing	<ul style="list-style-type: none"> ➤ Sixteen Foot Bank ➤ March to Wisbech (NCN63) dry route ➤ Upwell Road, Badgeney Road, Barkers Lane, Alpha Street, Maple Grove, West End, Nene Parade, Wisbech Road, Dartford Road (March). ➤ Block Fen Drove (Wimblington). ➤ Primrose Hill, Wimblington Road (Doddington) ➤ New Road (Chatteris) ➤ Cemetery Road, Station Road, New Road, Mill Road, Eastfield Drive, Coronation Avenue, Victory Avenue, Briggate West public footpath, NCN63 to Peterborough, Green Wheel to Peterborough Stanground, A605 from Sir Harry Academy to Cemetery Road, (Whittlesey), ➤ Cross Drove, Lake Drove (Coates) ➤ Broad Street in front of the antique shop (Whittlesey) – metal bar is a trip hazard.
Turn into an active travel route	➤ March to Wisbech (old railway line)
Traffic Calming	<ul style="list-style-type: none"> ➤ Wimblington to Doddington ➤ Wimblington Road (Doddington) ➤ Bridge Street (Chatteris) ➤ Eastrea Road/Coates Road, East Delph (Whittlesey)
Need more litter bins	➤ Badgeney End and Rings End (March)
Wayfinding signage	<ul style="list-style-type: none"> ➤ Path between Stonea Camp and The Hook (Wimblington) ➤
Improve lighting	<ul style="list-style-type: none"> ➤ NCN63 (March) at Foxes Marina ➤ Cemetery Road, NCN63 to Peterborough, Green Wheel to Peterborough Stanground, Eastrea Road near Subaru garage (Whittlesey)
Remove/adjust barriers/railings	➤ Cavalry Drive link path (March) – railings too close together for mobility scooter access.
Cycle parking needed	<ul style="list-style-type: none"> ➤ Wisbech Town Centre ➤ Market Place (March)
Cycle lane or path needed	➤ Hallcroft Road to Park Lane School, Drybread Road and Bassenhally Road to Alderman Jacobs School (Whittlesey)

Type of Improvement	Location
	<ul style="list-style-type: none"> ➤ Coates, Eastrea to Whittlesey (A605) ➤ Turves to Whittlesey ➤ Turves to March ➤ A605 through Whittlesey
Need dropped kerbs	<ul style="list-style-type: none"> ➤ Station Road, New Road, Mill Road, Eastfield Drive, Coronation Avenue, Victory Avenue (Whittlesey)
Need pedestrian crossing	<ul style="list-style-type: none"> ➤ Bellmans Road/A605 (Whittlesey) ➤ A141 at Manor Estate (Doddington) ➤ Station Road near the Railway Station (March)
Traffic free zone	<ul style="list-style-type: none"> ➤ Drybread Road (Whittlesey) – school streets ➤ Norfolk Street (Wisbech)
Ramp/level access needed	<ul style="list-style-type: none"> ➤ Outside St Peters Church (Wisbech)

Note: The location suggestions above have been submitted during a 12-month period (2023 to 2024). Cambridgeshire County Council's highway maintenance and vegetation management programme is continuous and therefore some of the issues at these locations may have since been addressed.

Additional locations were mentioned which did not include the types of improvements that might be needed. These are listed below:

- Routes around Chatteris and Manea – linked to the Fen Reservoir development.
- Chatteris to Somersham – old railway line
- Wype Road to Eastrea and Coates
- March riverside and West End Park
- Wimblington Road (bus stop), Doddington
- Connecting March, Doddington, Manea and Chatteris
- A141 and A47
- Station Road, March
- Westwood Avenue, March (route to school)
- The Old Bramley Line, March to Wisbech
- Market Place, Wisbech
- Christchurch to March
- Connections to Mepal
- Norwood Road bridge and Robingoodfellows Park, March
- Links to Cambridge and Cambridge Busway
- Lambs Hill Drove (old railway line), March to Wimblington

Respondents also stated the following routes or sections of route have been improved in the past 12 months:

Location	Improvement	Comment
A47 roundabout, Guyhirn	New cycle path	The path ends, forcing cyclists on to the busy road.
A47 roundabout, Guyhirn	New Toucan crossing	Volume of traffic still makes cycling here a concern.
High Road, Guyhirn	Resurfacing	Much smoother than before.
Station Road, March	Zebra Crossing	This is a good idea.
West End Park, March	Park extension	An excellent addition to local amenities.
Badgeney Road, March	Path topped with slurry seal	After 1 week weeds are already growing through this.
Elm Road, March	Resurfaced	This give a better surface but is showing signs of deterioration already.
High Street and Bevills Close, March	Resurfaced	Good smooth paths but not enough dropped curbs for wheelchairs.
High Street and Ash Grove, Chatteris	Pot holes filled	The repairs were poor quality and did not last.
Green Wheel, Whittlesey to Peterborough Stanground	Cutting trees back	
Ralph Butcher Causeway, Whittlesey	New road layout	View coming into Whittlesey is dismal, looks like and industrial estate.
Gracious Street, Whittlesey	Resurfacing	Pavement was excellent until city fibre dug it up again.

Section 8: Barriers to Walking, Cycling and Mobility Aid Use

Respondents were provided with numerous opportunities to provide comments regarding walking, cycling and mobility aid accessibility throughout the survey. To ensure as much information was captured as possible, respondents were also asked if to provide details of any additional barriers or potential solutions already mentioned in the survey. These responses have been set out in this section.

Comments generally reflected agreement with the barriers identified in the survey questions.

“The specific areas for improvement you have identified [in this survey] will be important to develop to improve access, independence and reduce social isolation.”

These barriers are:

- ❖ Poor surface quality
- ❖ Lack of on road and off-road cycle lanes
- ❖ Lack of shared use paths
- ❖ Paths too narrow
- ❖ Lack of dropped kerbs
- ❖ Missing footpaths
- ❖ Poor lighting
- ❖ Need for route maps
- ❖ Need for crossing points
- ❖ Lack of secure cycle parking
- ❖ Need for low traffic routes
- ❖ Need for direct routes

Additional barriers noted in respondents' comments include:

- ❖ Cars parking on pavements
- ❖ Visibility issues at junctions due to parked cars
- ❖ Route links into the countryside
- ❖ Traffic speeds and volume – including HGVs
- ❖ Temporary traffic lights and roadworks
- ❖ Close overtaking (motorists)
- ❖ Lack of awareness for other road users and antisocial behaviour – cyclists, mobility scooters
- ❖ Isolated routes and paths – safety concerns, particularly for lone women
- ❖ Seasonal issues with grass/dirt tracks – flooding, mud
- ❖ Tracks and droves churned by agricultural vehicles
- ❖ Cyclists forced to dismount part way through journeys ('no cycling' sections)
- ❖ Lack of shade and shelter – need more trees
- ❖ Need for more resting places – benches and seating
- ❖ Lack of public transport (multi-modal journeys)
- ❖ Access to bicycles, including adapted cycles
- ❖ Blocked, gated and disconnected public rights of way
- ❖ Lack of charging options – ebikes
- ❖ Lack of toilet facilities – for those with medical conditions

The most popular interventions (ie mentioned in numerous comments) are:

- ❖ Wider paths with better surfaces
- ❖ Vegetation maintenance
- ❖ More, high quality dropped kerbs – better gradients
- ❖ Dedicated walking and cycling routes to schools
- ❖ Continuous, segregated paths – need for a connected network of routes
- ❖ Traffic calming, speed reduction and parking enforcement
- ❖ Cycle proficiency training
- ❖ Mobility scooter training & guidance
- ❖ Need for more litter bins – to reduce littering and dog fouling

Section 9: Equestrian References

48 respondents referenced horse riding in some form in their responses (13.0%)

Some of these respondents expressed their disappointment that horse riding was not a transport mode focus for the survey. However, the purpose of gathering information relating to walking and cycling is to understand how we can encourage these methods of transport for short journeys. Horse riding, while a very important leisure activity in Fenland's rural community, it is not a realistic transport method for short journeys, especially for access to employment and education.

In general, many of the requirements for improving equestrian routes align with what is needed for walking and cycling. These are therefore reflected in the earlier sections of this report.

"I can tell you what would encourage me to use my horse more for active travel purposes rather than mainly for leisure - lower speed limits and enforcement of lower speed limits. In my experience vehicle drivers in the Fens drive too fast for the road conditions and the traffic. I can't count how many times we have been overtaken while driving when we are sticking to the speed limit, even on blind bends and into oncoming traffic. The speed with which vehicle drivers pass me on my horse should be slow (10mph) and pass wide. We need more safe off-road riding routes that are well linked, route maps and good signage, a combination of natural surfaces (grass) and some well-draining artificial surfaces (but not concrete!) and well-maintained off-road paths, multiuser paths so everyone can enjoy them, training for other road users on how to interact with equestrians on the roads and on off-road routes, tethering points for horses outside shops/post office/pubs."

Other comments provided which included more specific recommendations for improving multi-user routes between towns and villages are listed below:

- Regarding bridleways and footpaths make farmers stick to one side so that an even walkway is possible for riders of horses and walkers can walk without the fear of tripping over in deep ruts.
- Byways are blocked by gates etc making it difficult for carriage drivers to use.
- The Fens Reservoir should have multi use paths suitable for walking, cycling, riding and driving horses.
- Signage is needed where horse riders are welcome alongside walkers and cyclists.
- We live in a rural area and we need to, where possible, keep horses off of the road due to the high traffic on the road.
- Pebbled paths are uncomfortable for horses to walk on and paths on the grass besides the pebble paths are not kept trimmed short enough to check for holes or litter and therefore cannot be used.

- Bridleways need widening as so many times we've had to duck under and dodge trees.
- Cycle paths should also be accessible to horse riders as Active Travel Paths.
- Please don't tarmac over our (horse riders) grass tracks for cycles. Leave a single track, one grass one path if needs be, side by side for both of us to enjoy!
- Consider training for cyclists and horse riders in mutual respect.