

HIGHWAYS AND TRANSPORT COMMITTEE



Tuesday, 04 October 2022

Democratic and Members' Services

Fiona McMillan
Monitoring Officer

10:00

New Shire Hall
Alconbury Weald
Huntingdon
PE28 4YE

Red Kite Room

New Shire Hall, Alconbury Weald, Huntingdon, PE28 4YE

AGENDA

Open to Public and Press

CONSTITUTIONAL MATTERS

1 Apologies for absence and declarations of interest

*Guidance on declaring interests is available at
<http://tinyurl.com/ccc-conduct-code>*

2 Minutes - 13 September 2022 and Action Log

5 - 16

3 Petitions and Public Questions

KEY DECISIONS

4 Traffic Management Act Part 6 – Application to the Department of Transport 17 - 22

5 Local Highway Improvement Member Working Group Report 23 - 48

6	Delivery Robots Trial - Update and Expansion	49 - 68
7	HGV Policy	69 - 92
DECISIONS		
8	Local Cycling and Walking Infrastructure Plan	93 - 254
9	Business Planning Proposals for 2023-28 opening update and overview	255 - 286
10	Finance Monitoring Report - October 2022	287 - 308
11	Highways and Transport Committee Agenda Plan and Appointments to Outside Bodies	309 - 310

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The Highways and Transport Committee comprises the following members:

Councillor Alex Beckett (Chair) Councillor Neil Shailer (Vice-Chair) Councillor Gerri Bird
Councillor Piers Coutts Councillor Douglas Dew Councillor Lorna Dupre Councillor Janet
French Councillor Ryan Fuller Councillor Derek Giles Councillor Simon King Councillor
Peter McDonald Councillor Mac McGuire Councillor Brian Milnes Councillor Alan Sharp
and Councillor Mandy Smith

Clerk Name:	Daniel Snowdon
Clerk Telephone:	01223 699177
Clerk Email:	Daniel.Snowdon@cambridgeshire.gov.uk

Highways and Transport Committee: Minutes

Date: 13 September 2022

Time: 10:00am to 11.20am

Present: Councillors Alex Beckett (Chair), Neil Shailer (Vice-Chair), Gerri Bird, Piers Coutts, Douglas Dew, Lorna Dupre, Ryan Fuller, Anne Hay, Mark Howell, Simon King, Mac McGuire, Brian Milnes, Lucy Nethsingha, Alan Sharp and Simone Taylor

Venue: New Shire Hall, Alconbury Weald, Huntingdon, PE28 4YE

101. Apologies for Absence and Declarations of Interest

Apologies were received from Councillor Peter McDonald (Cllr Lucy Nethsingha sub), Derek Giles (Councillor Simone Taylor sub), Councillor Jan French (Cllr Mark Howell sub) and Councillor Mandy Smith (Cllr Anne Hay sub).

102. Minutes – 15 July 2022 and Action Log

The minutes of the meeting held on 15 July 2022 were agreed as a correct record subject to amendment and the action log was noted.

103. Petitions and Public Questions

No petitions were received.

104. Cashless Parking Solution Procurement

The Committee received a report that sought approval to commence the procurement for a cashless parking solution for a term of two years with an option to extend for a further 2 years. The current Cashless Parking Solution contract, awarded to Cobalt Telephone Technologies Limited, was due to expire in 2023.

During discussion of the report Members:

- Highlighted the financial benefit to the Council of a cashless system and noted how well the current app, Ringo, performed.
- Welcomed the multi-vendor approach detailed in the report, highlighting the inconvenience of downloading multiple payment apps.
- Drew attention to the rollout of Civil Parking Enforcement (CPE) powers across the county and questioned whether fines issued through such powers were able to be paid through the Cashless Parking Solution. The presenting officer explained that

finances were currently administered separately, and payments were made through the Council's website and that was unlikely to change. Members noted that District Councils were at different stages of rolling out CPE and the Council would continue to support the rollout.

It was resolved unanimously to:

- a) Authorise Cambridgeshire County Council (CCC) to commence the procurement for the cashless parking solution for a term of two years from April 2023 with an option to extend for up to two years, and
- b) Delegate the authority to the Director of Highways and Transport, in consultation with the Chair and Vice Chair of the Highways and Transport Committee, to appoint contractors following a competitive process and complete all necessary contractual documents in accordance with Council Procedures.

105. Highways Asset Management System Replacement

The Committee received a report presents the proposed approach to replace the current Highways Asset Management System. A fit-for-purpose Highways IT system was critical for continued compliance with statutory duties and to meet obligations for the Highways Service. The presenting officer informed the Committee that it was planned to tender for the new system in October with implementation of the system to take place through 2023/24.

During discussion of the report Members:

- Welcomed the report and expressed hope that it would allow officers to achieve more, more effectively and efficiently. A Member questioned whether the new system would ease somewhat, the staffing pressures faced by the service. The presenting officer informed the Committee that the system was intended to relieve transactional processes for officers and allow them to focus on delivery.
- Noted that the replacement system would enable a much greater degree of integration with contractors that the current system was unable to deliver. The increased integration would allow officers to populate the system with information much more easily which would, in turn, be visible to the public and Members allowing them to view progress.
- Expressed content with the specification for the system and highlighted the importance of the principal of redundancy and ensuring that suitable back up was in place in case of system outage. Commenting further, a Member stressed the importance of ensuring that software upgrades were built into the specification and contract. Members noted that the system was an 'off-the-shelf' system that would be configurable to meet the county's needs. During the procurement process officers would contact other local authorities to understand their experiences of the various systems.

- Thanked officers for the workshop and presentation to Members on the proposed specification. Commenting further, it was essential that the Council did better for residents in that regard. The presenting officer provided assurance to the Committee that information to Councillors and residents were key outputs of the system. A system that did not allow for the updating and inputting of information accessible by residents created a failure demand as questions were generated that would have to be investigated and answered. Members noted that the varying response times that depended on the severity of the network defect however, work would be undertaken with Milestone to ensure that residents had confidence in the timescales.
- Noted the comments of the presenting officer, stating that it was crucial a system that met the needs of officers, Members and the public was procured. There was an opportunity to improve the timescales and address current issues with achieving quotes from Milestone through mobile equipment and improved information logging. The system would also allow data to be collected on the work of utility companies, where that had generated complaints. Although it would be for the utility company to remedy the fault, the system could be updated to allow residents to see what progress had been made.
- Drew attention to the work of county broadband that was not coordinated, resulting in roads and pavements being dug up that had recently been resurfaced.
- Requested that the replacement system did not simply report a job as complete when it was not and in fact work was not being undertaken.
- Noted the desire to procure a system that provided interactivity for officers, elected Members, and residents alike and that the requirements were not unique to Cambridgeshire and the same challenges were faced by all local authorities.

It was resolved to:

- a) Agree the specification for a new Highways Asset Management system as outlined within the report.
- b) Recommend to Strategy & Resources committee the approval of going out to tender for the new Highways Asset Management system, the cost of which is going to exceed £500,000 over the lifetime of the contract.
- c) Recommend to Strategy & Resources Committee that it delegate the decision to award these contract(s) to the Director of Highways and Transport and the Section 151 Officer in consultation with the Chair & Vice Chair of the Highways and Transport Committee.

106. Key Performance Indicators – Highways and Transport Committee

The Committee received a report detailing proposed Key Performance Indicators (KPIs) for the Committee. The presenting officer informed Members that following the adoption

by the Council of a new Strategic Framework and Performance Management Framework in February 2022 a workshop with Members took place that sought to identify a suite of indicators based on the revised Strategic and Performance Management Frameworks.

During discussion of the report Members:

- Expressed concern regarding the removal of KPI 40a, “Classified A road condition. Narrowing the gap between Fenland and other areas of the County”. The presenting officer explained that the KPI should align with the priorities of the Council and the county. The KPI would not be removed entirely; it would sit underneath and be reported to the Committee at an operational level.
- Confirmed that strategic KPIs related to the strategic aims of the Council and the Committee and operational KPIs related to business-as-usual activities.
- Noted that assessing the road network wholistically would allow areas to be compared and direct investment to where it was needed most. It would also be possible to measure the impact of investment in specific areas.
- Noted that the inclusion of two separate indicator 32 was an error. The intention, noted by the Committee, was to expand indicator 32 to cover active travel more widely.
- Commenting further on indicator 32, it was suggested that it was not possible to accurately track whether the Council was on course to achieve its target. The presenting officer agreed to review the presentation and trend analysis of the indicator.
- Requested that information on active travel be made available by District Council area.
- Commented that it was not clear whether indicator 32b sought to double journeys taken on foot and whether it was measuring growth in terms of numbers of journeys made or simply a percentage that would be affected by increases in population.
- Noted that indicator 146 would continue to be monitored bi-annually following the COVID-19 pandemic and then would be reviewed.
- Drew attention to indicator 147 relating to traffic in market towns and suggested that the data appeared inconsistent with that held within the Cambridgeshire and Peterborough Combined Authority (CPCA) Local Transport Connectivity Plan. The presenting officer confirmed that a discussion would take place with the CPCA to ensure consistency across the organisations.
- Commented that movements within market towns were hidden from the data collection.

- Noted that the KPIs were a work in progress, and they would return through regular reporting to Committee.
- Noted that development of the KPIs would be an incremental process that would in time benefit from the adoption of new systems and technology that would collect data more accurately and effectively.
- Emphasised that the Committee should not solely focus on highways matters as its Terms of Reference covered transport also.

It was resolved to:

- a) Review and agree the proposed additions to/removals from the Highways and Transport Committee Key Performance Indicators (KPIs) set.
- b) Agree proposed Strategic Key Performance Indicators (SKPIs) for Strategy and Resources Committee.

107. Highways and Transport Committee Agenda Plan and Training Plan and Appointments to Outside Bodies and Internal Advisory Groups and Panels

The Committee noted its Agenda Plan, Training Plan and appointments to Outside Bodies and Internal Advisory Groups.

It was resolved unanimously/ by a majority to:

- a) Note the agenda plan.

Chair
October 2022

HIGHWAYS AND TRANSPORT POLICY AND SERVICE COMMITTEE ACTION LOG

This action log as at 26th September 2022 captures the actions on service actions within the remit of this Committee including that are still ongoing on going from the former Highways and Community Infrastructure Committee. This log updates Members on the progress on the compliance in delivering the necessary actions.

Minutes of Highways and Community Infrastructure Committee 16th January 2018

Minute number	Item title	Responsible officer(s)	Action	Comments	Completed
??	Process and position on recovery of costs where the council cuts back vegetation, trees and hedges that are causing a nuisance, hazard or obstruction to highway users.	Jon Munslow	Provide a report to committee members outlining the process and position for the recovery of costs incurred when cutting back private vegetation overhanging the highway.	Briefing note to be circulated in September.	Ongoing

45.	Minutes and Action Log – Milestone Enhanced Pothole Repair Service	Jon Munslow	<p>Discuss with Milestone the feasibility of offering an enhanced pothole repair service.</p> <p>This was raised again at the Highways and Transport Committee on 15th September</p>	<p>Officers are reviewing the Dragon Patcher system as part of a wider review of how we deal with potholes. Officer workshops have been carried out during the summer. A report to Highways Improvement Board is now due in the autumn.</p>	In Progress
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Minutes of Highways and Transport Committee 19th January 2021

66.	Cambridgeshire County Council Commuted Sum Proposals	Jon Munslow	Final consultation document to be circulated to committee Members, who could then comment accordingly. Action required.	<p>Following discussion with the Chair the proposals are being developed into a draft “Commuted Sum Policy” by an officer working group, to be shared with Members of the committee in July prior to undertaking a formal consultation process</p> <p>Work on developing draft policy at an advanced stage, consultation document will be shared with H&T members as soon as possible</p> <p>September Update – work delayed. We were unable to engage consultants to undertake the work in the summer at a realistic cost. Approach changed and we are working on this inhouse now. Consultation document should be ready for members later this year.</p>	Ongoing
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Minutes of Highways and Transport Committee 22 June 2021

Minute number	Item title	Responsible officer(s)	Action	Comments	
5.	Minutes Action Log	Mike Williams	Member highlighted highways planning guidance for making walking and cycling the most attractive option. It was requested that it be added to the Action Log	<p>A Public Rights Of Way & Non Motorised User Routes Design Guide committee report was presented to committee on 7 December 2021</p> <p>It was agreed that a Draft Design Guide would be developed and a consultation would take place with stakeholders, scheme promoters, developers and user groups. It is intended that this consultation will take place in the Autumn 2022</p> <p>Proposed agenda item for December Committee</p>	Ongoing
8.	A428 Black Cat to Caxton Gibbet Development Consent Order Update	David Allatt	Requested that officers discussed with the relevant Bedfordshire Councils the possibility of a dedicated HGV route that would serve the proposed developments at Wyboston	<p>September 2022 Update: Despite numerous requests, the team never got any feedback from Bedford. If any is received in future, it will be circulated to members.</p>	Complete

Minutes of Highways and Transport Committee 25th January 2022

73	A428 Development Consent Order Position Review	Gareth Blackett	Requested an update for the local access forum taking place in February.	Local Access Forum has been brought forward to 8//2/22. Officers were provided a verbal update and further material was circulated.	Complete
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Minutes of Highways and Transport Committee 12 July 2022

Minute number	Item title	Responsible officer(s)	Action	Comments	
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98.	Finance Monitoring Report – May 2022	Mike Williams/ Emma Murden	Members requested a progress update on the LED streetlighting replacement programme.	It has been clarified that the entry in the Finance report relating to a LED programme was incorrect. This has now been corrected. For clarity, there is currently no LED replacement work taking place in Cambridgeshire.	Complete
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Traffic Management Act Part 6 – Application to the Department of Transport

To: Highways and Transport Committee

Meeting Date: 4th October 2022

From: Steve Cox - Executive Director, Place and Sustainability

Electoral division(s): Cambridge City

Key decision: Yes

Forward Plan ref: 2022/099

Outcome: To consider authorising Cambridgeshire County Council to apply to the Department of Transport to be included in the list of Authorities that can enforce key highway restrictions or prohibitions under Part 6 of the Traffic Management Act 2004.

Recommendation:

- a) Authorise Cambridgeshire County Council (CCC) to make an application to the Department of Transport for powers under the Traffic Management Act Part 6 to improve safety and tackle congestion by enforcing moving traffic offences.
- b) Delegate the authority to the Director of Highways and Transport, in consultation with the Chair and Vice Chair of the Highways and Transport Committee, to determine any objections to the public consultation and apply to the Department of Transport for powers under the Traffic Management Act Part 6.

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Member contacts:

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1. Background

- 1.1 The Traffic Management Act 2004 introduced civil enforcement of traffic offences in England and Wales. The Department for Transport (DfT) announced in 2020 that they would be fully enacting the remaining elements of the Traffic Management Act, Part 6 (which was previously only enforceable by the Police under criminal law) permitting Local Highway Authorities outside of London to use approved camera devices to enforce moving traffic contraventions, such as:

- driving through a 'No Entry' sign
- turning left or right when instructed not to do so i.e., banned turns
- entering yellow box junctions when the exit is not clear
- driving where and when motor vehicles are prohibited

The legislation was approved by Parliament in March 2022.

2. Main Issues

- 2.1 Cambridgeshire County Council is planning to use new powers to improve safety and tackle congestion by enforcing moving traffic offences. The first step is to apply to the Department for Transport to be included in the list of authorities that can enforce key highway restrictions or prohibitions.

- 2.2 This will provide a number of environmental and safety benefits, including:

- Improved pedestrian and cyclist safety, supporting modal shift to sustainable transport options
- Reduced network congestion
- Improved journey times for public transport and emergency service vehicles
- Improved air quality, reduction in transport related emissions contributing to carbon net zero targets
- Increased safety and cleaner air around schools – camera enforced school streets schemes are proven to have positive effect
- Reallocation and saving of Police time

- 2.3 In line with Department for Transport guidance, Automatic Number Plate Recognition (ANPR) cameras can only be used to enforce against moving traffic offences at sites where all other methods of deterrent have been tried, but further measures are still required. Civil enforcement of moving traffic offences can only be enacted in areas which already have civil enforcement powers. In Cambridgeshire this is currently only in Cambridge city where the County Council have civil parking enforcement powers.

- 2.4 There must be a robust decision-making process in place to ensure that each site is chosen on the merits of how it will improve the area if traffic contraventions are enforced. The Traffic Management team is developing a process for site assessment and implementation which covers assessing contraventions levels to determine if it is a concern and if there are potential risks to vulnerable road users, and assessing road safety accident data.

- 2.5 The current Information Technology contract for Civil Parking Enforcement facilitates the full process of issuing a Penalty Charge Notice to vehicles.
- 2.6 The next deadline at the DfT for applications for Moving Traffic Enforcement powers is 11th November 2022 with an estimate of April / May for the issue of the designation orders. The Council must have carried out a minimum of six-weeks public consultation on the principle and initial detail of planned civil enforcement of moving traffic contraventions, including the type(s) of restriction to be enforced and the initial location(s) in question.
- 2.7 Following discussions with Greater Cambridge Partnership and the Police and an assessment of contraventions and road safety data an initial site for implementation of the moving traffic enforcement powers was agreed as the banned left turn from Downing Street into St Andrews Street. This is a busy area with several daily contraventions which can impact on safety of vulnerable users and bus movements.
- 2.8 The six-week public consultation started on 21st September and closes on 2nd November and the results will be considered by the Director of Highways and Transport in consultation with the Chair and Vice Chair of Highways and Transport Committee. A final decision to submit the application will be taken by the Director.

3. Alignment with corporate priorities

3.1 Environment and Sustainability

The following bullet points set out details of implications identified by officers:

- Management of parking is essential in order to reduce congestion and keep the County moving which contribute towards a growing economy

3.2 Health and Care

The following bullet points set out details of implications identified by officers:

- Address persistent, dangerous, obstructive parking
- Improved access for all who use the highway (including pavements)
- Reduce congestion and improve air pollution

3.3 Places and Communities

The following bullet points set out details of implications identified by officers:

- Management of parking is essential in order to reduce congestion and keep the County moving is critical in providing a safe environment for all pedestrians and other highway users.

3.4 Children and Young People

The following bullet points set out details of implications identified by officers:

- This will assist in providing a safer environment.

3.5 Transport

The following bullet points set out details of implications identified by officers:

- Address persistent, dangerous, obstructive parking to ensure the free flow of traffic
- Improved access for all who use the highway (including pavements)
- Reduce congestion and improve air pollution

4. Significant Implications

4.1 Resource Implications

The following bullet points set out details of implications identified by officers:

- All works to be completed by Council Parking officers

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

4.4 Equality and Diversity Implications

There are no significant implications within this category.

4.5 Engagement and Communications Implications

There are no significant implications within this category.

4.6 Localism and Local Member Involvement

There are no significant implications within this category.

4.7 Public Health Implications

The following bullet points set out details of implications identified by officers:

- The proposed system will help and support the effective management and impact on reducing congestion and improving air quality.

4.8 Environment and Climate Change Implications on Priority Areas

There are no significant implications within this category.

- 4.8.1 Implication 1: Energy efficient, low carbon buildings.
Positive/**neutral**/negative Status:
Explanation:
- 4.8.2 Implication 2: Low carbon transport.
Positive/**neutral**/negative Status:
Explanation:
- 4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.
Positive/**neutral**/negative Status:
Explanation:
- 4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.
Positive/**neutral**/negative Status:
Explanation:
- 4.8.5 Implication 5: Water use, availability and management:
Positive/**neutral**/negative Status:
Explanation:
- 4.8.6 Implication 6: Air Pollution.
Positive/neutral/negative Status:
Explanation: Civil Parking Enforcement local authorities effectively manage and enforce on and off-street parking areas to prevent inconsiderate and obstructive parking which help to keep traffic moving and reduces vehicle emissions.
- 4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.
Positive/**neutral**/negative Status:
Explanation:

Have the resource implications been cleared by Finance? Yes
Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement? Yes
Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes
Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your EqIA Super User? Yes
Name Of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications? Yes

Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes

Name of Officer: David Allatt

Have any Public Health implications been cleared by Public Health? Yes

Name of Officer: Iain Green

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer?

Yes

Name of Officer: Emily Bolton

5. Source documents guidance

5.1 Source documents

- Traffic Management Act Part 6

5.2 Location

[Traffic Management Act 2004 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/2004/34/section/6)

Local Highway Improvement Member Working Group Report

To: Highways and Transport Committee

Meeting Date: 04 October 2022

From: Steve Cox, Executive Director for Place and Sustainability.

Electoral division(s): All

Key decision: 2022/098

Forward Plan ref:

Outcome: To inform the committee of the outcome of the Local Highway Improvement (LHI) member working group (MWG) review and to consider the suggested recommendations from the group to improve the existing LHI process in time for the 23/24 application process due to open on 31st October 2022.

Recommendation: That the committee

- a) Review the list of recommendations made by the cross-party member working group.
- b) Approve the list of recommendations in time for implementation prior to the 23/24 round of LHI applications.
- c) Approve the re-formation of the member working group to review the first round of Non-complex scheme scores once the prioritisation by officers has been completed and review the revised LHI process as and when needed once the next round of applications has been approved by committee.

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Member contacts:

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1. Background

- 1.1 The existing Local Highway Improvement (LHI) initiative provides the opportunity for local groups, including Parish and Town Councils to promote local highway improvements in their community that would not normally be prioritised nor funded by the County Council. Through the initiative external groups are invited to apply for funding of up to £15,000 per project, subject to those groups providing at least 10% of the total cost of the scheme. The schemes are community driven, giving local people influence over bringing forward highway improvements.
- 1.2 The County Council contributes around £820,000 towards each round of the LHI initiative, with the rest of the funding being provided by the applicant on a scheme-by-scheme basis. This amounts to a total available budget per LHI cycle in the region of £1,100,000. This results in sufficient funding to deliver around 70 schemes countywide per cycle out of the 170 applications received.
- 1.3 As the above application figures highlight the LHI process is popular and consistently oversubscribed. The existing process is also acknowledged as being both complex and time consuming for all parties, as a result Members of the Highways and Transport Committee requested the opportunity to review and improve the LHI initiative. The key issues the committee were looking to understand and address included; why certain types of projects take longer to be delivered, the time and resources needed from all parties involved in the process to progress an application, and how to improve how applications are scored and assessed. Further information on the current process can be found in Appendix A.
- 1.4 It was agreed by Committee (April 2022) that a cross party Member Working Group would be established to review how LHI's are currently delivered and recommend a new way of working that delivers the aims of the programme more efficiently.
- 1.5 The cross-party working group was politically proportional and consisted of the following members: Cllr Beckett (Chair), Cllr Shailer, Cllr Dupre, Cllr Taylor, Cllr King, Cllr Sharp and Cllr McGuire. The group met virtually for six two-hour sessions throughout July and August to review the current LHI process and agree changes. The group was well attended and worked through the LHI process session by session, arriving at the recommendations below via majority decision. Further information on the TOR can be found in Appendix A.

2023/24 Local Highway Improvement Recommendations and Programme

- 2.1 The following table lists the recommendations which have arisen from the end-to-end member review of the existing LHI:

LHI Member Working Group Recommendations

Proposed change	Further information
<p>Introduction of two process routes, Non-complex and Complex Schemes - Submissions will be divided dependant on the nature and extent of works and will be processed as either Non-complex or Complex applications, (see Appendix B).</p>	<p>Non-complex applications will be assessed using a prioritisation matrix by officers and ranked accordingly. Complex applications will follow the traditional route and be assessed by the relevant area member panel.</p> <p>The Non-complex process is made up of the following types of application:</p> <ul style="list-style-type: none"> • parking restrictions such as double or single yellow lining, • street lighting, • speed limits such as 40mph buffer zones • passive traffic calming measures including signs and lining • Mobile Vehicle Activated Signs. <p>The Complex Schemes process encompasses all forms of physical traffic calming or improvement work such as -</p> <ul style="list-style-type: none"> • raised features, • central islands, • priority chicanes, • pedestrian crossings • foot/cycle paths. <p>It was agreed that the newly introduced processes would be reviewed by a subsequent LHI MWG after the 23/24 LHI programme had been approved for delivery to explore what could be improved further.</p>
<p>Change to risk contingencies for financial estimates will be dependent on the type of application.</p>	<p>This will vary, for Non-complex schemes the risk contingency priced will be set at 10%, for Complex schemes the contingency will be set at 23% which is in line with current government guidance when delivering construction projects with a considerable number of unknowns.</p>
<p>Change to funding amounts depending on type, either Non-complex or Complex Scheme.</p>	<p>Previously the amount was set at £15,000 for every type of application. The County contribution for Non-complex projects will be reduced to a maximum of £10,000, while for Complex projects the maximum contribution will be increased to £25,000. The overall level of funding for the LHI process will remain the same.</p>
<p>Use of an agreed prioritisation matrix to score and rank Non-complex applications, with delegation to officers, (see Appendix C).</p>	<p>The matrix will be used to score and rank the Non-complex applications, with those above the allocated funding amount being progressed. Using this process should allow work to start sooner. A set budget for each district area will be agreed by members and set aside to fund this part of the process. Whilst delegated to officer's members will have oversight and the criteria to be used by officers has been reviewed and approved by the MWG (Member Working Group). Once officer scoring has been completed the MWG will reconvene to review the submitted scores and prioritised list of schemes to ensure consistency before they are submitted to H&T for approval.</p>

LHI Member Working Group Recommendations

Proposed change	Further information
Percentage funding amount per District to be set aside for Non-complex / Complex Scheme LHI's.	Looking at the previous year's applications (2022/23) a 50% split was agreed to be appropriate. Half the funding allocated for each district will therefore be ringfenced for Non-complex, and the other half for Complex Schemes for 23/24. It is recommended that this is reviewed annually and adjusted as appropriate. Depending on the breakdown of scheme applications received it will be possible for different funding splits for each of the 5 districts. This will be agreed with Chair and Vice Chair of Highways & Transport.
Key Performance Indicators (KPI's)	<p><u>Introduce two Key Performance Indicators</u></p> <ol style="list-style-type: none"> 1. a cyclic qualitative survey distributed to applicants upon completion of the programme for that intake. This will be sent out six months after work has been completed on site. 2. measure delivery performance of the overall LHI programme against a baseline programme for that intake as follows - <i>'Where a financial and programme baseline is set, the cumulative percentage of projects that are on time and within budget.'</i>
Member Panel Scoring	Scoring at panel days is to be more open and collaborative going forward with time set aside for members to discuss the merits of the applications presented and their own individual scores / views towards that application. Scoring itself will be done subjectively and individually by each member.
Member Panel – Cambridge City	It has been agreed that two Cambridge City Cllrs will sit on the member panel (one from each of the two main political groups forming the City Council) to assess / score Complex applications in addition to the elected County members.
Member Training	Training on the scoring process is to be delivered by officers for those members sitting on the area panels in advance of the panel days. This will deliver a consistent scoring approach.
Member panel scoring sheets / criteria to mirror the prioritisation matrix where feasible, (see Appendix C).	This is to make sure that applications are being scored consistently by members and officers, whichever part of the process the application is assessed under (Non-complex or Complex Scheme).
Applications to be presented virtually and online.	Applicants will be required to present their bids virtually and submit their applications via an online form. The virtual meetings allow applicants added flexibility as they do not have to travel to present their bid in person and it is hoped this will encourage applicants to present themselves, rather than officers presenting on the applicant's behalf. There is the option of getting members / officers in a room physically at New Shire Hall or in the relevant district area where possible. This will be at the discretion of each area panel. Officers will present applications where it is not possible for the applicants to present themselves, but this will be by exception.

LHI Member Working Group Recommendations

Proposed change	Further information
Amendments to Application process	<p>As well as being changed to an online form for the applicant to populate applicants will also be required to –</p> <ul style="list-style-type: none"> a) Provide confirmation that in instances where applications cross parish or ward boundaries both parishes and local members are in support of the applications. b) Confirm that they have discussed the scheme with the local member and that they understand and are in support of the application. c) Provide confirmation upfront with their submitted application for how they are funding their proportion of the project. For example, this could be a written statement confirming they have the funding available to spend via available S106 funding or by raising their precept. This is to prevent applications where the applicant does not have any funding in place and needs to apply to a third party to secure funding, such as Community Infrastructure Levy (CIL) bidding, which causes delays to the delivery of the LHI programme. d) The applicant will be asked to confirm that they have informally consulted with local stakeholders who would be affected by the proposed scheme and have their support for the application, as well as detailing exactly what level of consultation has taken place to date.
Scheme withdrawal	<p>If once approved for funding officers identify that a scheme needs to be materially different to the one submitted by the applicant, as a direct result of an issue which the applicant had control over, then the scheme will be withdrawn in consultation with Chair & Vice Chair of H&T. The applicant will be encouraged to reapply in the next LHI round. This prevents schemes that do not have the support of the local community, and which would need to be materially different to progress, as they weren't what the was funding was originally allocated for.</p>
Community groups and other parties	<p>The current LHI Initiative allows for one scheme application per year per Parish or one application per County Cllr in Town or City areas and five schemes per County Cllr for Cambridge City (no Parish Councils). This recommendation would adjust the process to allow for a community group to make one additional funding application only, per respective parish, town, or city, (<i>this does not apply to Cambridge City</i>).</p>
Proof of funding and payment	<p>It was felt this needed to be considered earlier in the process, rather than once the project is completed in certain instances. It is suggested that where the applicant funding contribution is being provided by a third party; other than a parish, town, or city council, that the agreed funding amount is invoiced once the design has been approved, a cost for the work has been agreed and a delivery date provided to the applicant, this will be before work starts on site.</p>

- 2.11 The delivery of the carryover 21/22 projects and the new 22/23 LHI programme is ongoing and progressing well, with members being updated by officers monthly. Of the 72 carryover LHI's, 34 of these have now been completed on site. This leaves 38 remaining, 21 of these are programmed to be complete by the end of December 2022, a further 10 are programmed to be complete by the end of March 2023, 5 are to be carried over into the new financial year due to scheme specific issues, and 2 have been withdrawn. From the 22/23 LHI programme 19 schemes are projected to carry over into the 23/24 financial year out of 69.
- 2.12 The now superseded application window which was previously proposed for LHI applications at April 2022 committee for the 2023/24 programme, was as follows:
- Application window opens – Monday 3rd October 2022
 - Application window closes - Friday 18th November 2022 at midnight
 - Feasibility studies undertaken – December 2022 to March 2023
 - Panel meetings – March to April 2023
 - Report to committee including prioritised list for approval - June 2023
 - Programming, design, and consultation with applicants - July 2023 to February 2024
 - Pricing and construction – March 2024 to July 2024.
- 2.13 It was agreed that the indicative programme detailed above for 2023/24 may be adjusted, dependent on the proposed changes to the process brought forward as part the Member Working Group review and approved by H&T committee in Autumn 2022.
- 2.14 Due to the time needed to conduct a thorough end-to-end review of the previous LHI process the application window and ensuing timeline for 23/24 applications has been revised as follows:
- Application window opens – Monday 31st October 2022
 - Application window closes - Friday 6th January 2023 at 1700hrs
 - Feasibility studies undertaken – February to April 2023
 - Panel meetings – May 2023
 - Report to committee including prioritised list for approval - June 2023
 - Programming, design, and consultation with applicants - July 2023 to March 2024
 - Pricing and construction – March 2024 to August 2024

3. Alignment with corporate priorities

3.1 Environment and Sustainability

LHI schemes improve connectivity and safety on the network and introduce green features where possible, using recycled products such as rubberized traffic calming products.

3.2 Health and Care

Many of the schemes that are brought forward have outcomes that improve road safety, particularly for vulnerable users, for example the young, elderly, or particular user types, such as pedestrians and cyclists.

3.3 Places and Communities

Investing in local communities, particularly the issues that are often of greatest local concern, promotes community development and provides benefits to residents, at a localised level.

3.4 Children and Young People

Investing in local communities, particularly the issues that are often of greatest local concern, promotes community development and provides benefits to residents, (of all demographics), at a localised level.

3.5 Transport

Investing more in road, footway and cycleway maintenance enables safer and sustainable travel around the county, benefiting and assisting local communities with developing their highway infrastructure.

4. Significant Implications

4.1 Resource Implications

The required resources have been made available and funded from allocated budgets to deliver the LHI programme, which will be funded from the Highways capital budget. The review will seek efficiencies.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

Delivered from existing resources and the Term Service Framework with Milestone, no issues to report.

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category.

4.4 Equality and Diversity Implications

The Member led Panels adopt a consistent scoring system, as will the prioritisation matrix with each approach prioritising proposals within the district against their district budget. Many of the schemes will improve road safety for vulnerable users such as the young, elderly and disability groups. The LHI initiative empowers community groups to bring forward improvements and gives local people a real influence over bringing forward improvements that benefit their local community. Further information can be found in Appendix D.

4.5 Engagement and Communications Implications

Further engagement and consultation will take place on each project as it is developed, in conjunction with the applicant.

4.6 Localism and Local Member Involvement

The LHI initiative gives local people a real influence over highway improvements in their community. The Council will work closely with the successful applicants and local community to help deliver the improvements that have been identified. The Local Member will be a key part of this process and will be involved throughout the development and delivery of each scheme.

4.7 Public Health Implications

Most schemes aim to improve road safety, which may subsequently contribute to reducing the risk of accident injuries on the network. Some schemes promote Active Travel.

4.8 Environment and Climate Change Implications on Priority Areas

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Positive/neutral/negative Status: **neutral**

Explanation: No positive or negative impacts identified for works listed in the report.

4.8.2 Implication 2: Low carbon transport.

Positive/neutral/negative Status: **neutral**

Explanation: No positive or negative impacts identified for works listed in the report.

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats, and land management.

Positive/neutral/negative Status: **neutral**

Explanation: No positive or negative impacts identified for works listed in the report.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Positive/neutral/negative Status: **neutral**

Explanation: No positive or negative impacts identified for works listed in the report.

4.8.5 Implication 5: Water use, availability, and management:

Positive/neutral/negative Status: **neutral**

Explanation: No positive or negative impacts identified for works listed in the report.

4.8.6 Implication 6: Air Pollution.

Positive/neutral/negative Status: **negative**

Explanation: Potential increases in air pollution because of some of the schemes listed in the report, for example those utilising physical vertical or horizontal features such as speed cushions or kerbed build outs.

4.8.7 Implication 7: Resilience of our services and infrastructure and supporting vulnerable people to cope with climate change.

Positive/neutral/negative Status: **neutral**

Explanation: No positive or negative impacts identified for works listed in the report.

Have the resource implications been cleared by Finance?

Yes

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the LGSS Head of Procurement?

Yes

Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law?

Yes

Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact?

Yes

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications?

Yes

Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact?

Yes

Name of Officer: Sue Procter

Have any Public Health implications been cleared by Public Health?

Yes

Name of Officer: Iain Green

If a key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer?

Yes

Name of Officer: Emily Bolton

5. Source documents

5.1 Location

[Council and committee meetings - Cambridgeshire County Council > Committees > Highways and Transport Committee \(cmis.uk.com\)](#)

Local Highway Improvement Member Working Group – Terms of Reference.

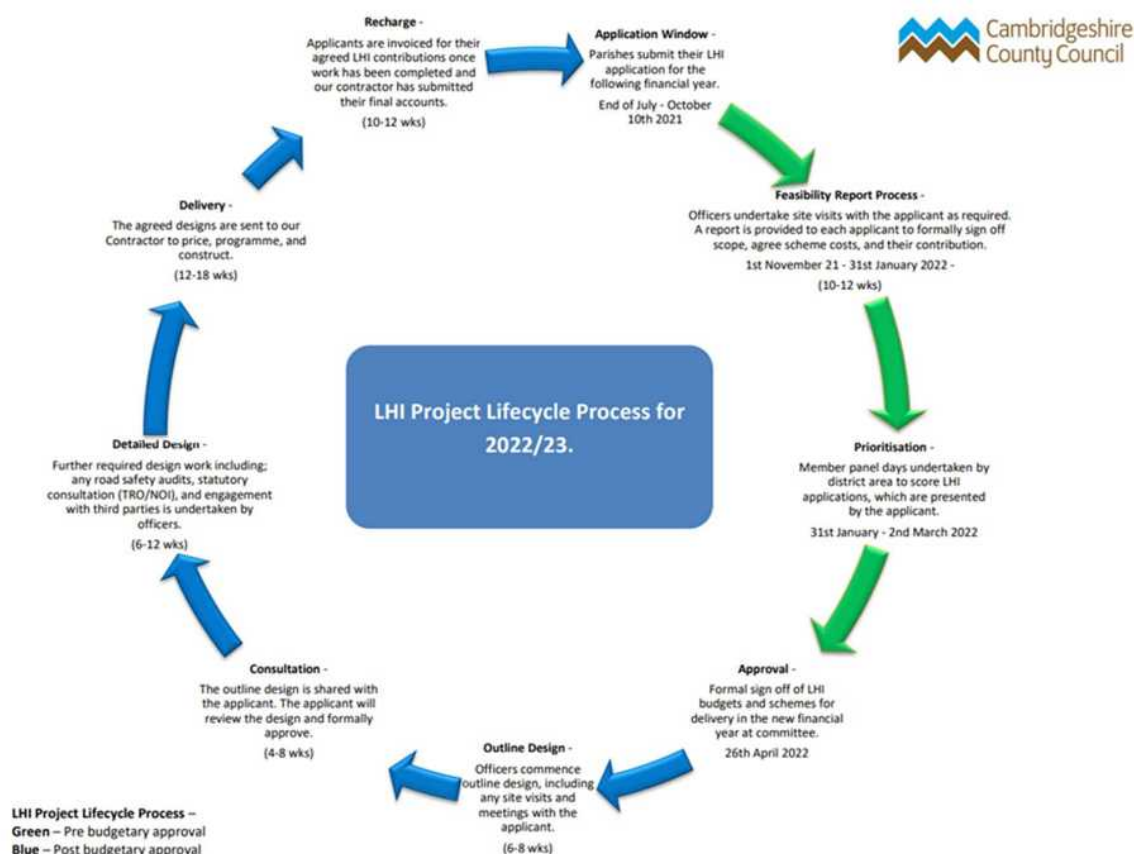
1.1 Purpose

It is proposed that a cross party Member Working Group is established to look at how LHI's are currently delivered and recommend a new way of working that delivers the objectives of the programme more efficiently.

The purpose of the LHI cross-party member working group is to -

Review the current LHI process end to end and recommend changes where appropriate to H&T Committee. This will include consideration of best practice and innovative approaches to managing the LHI programme.

1.2 Existing process (extracted from recent committee paper for reference)



As in previous years, officers completed feasibility studies with applicants in advance of the panel meetings, in a bid to provide a more consistent stage of development for applications. The benefit of this stage in the process has been evident at panel meetings and helps determine project scope and budgets.

The Panel Assessment Meetings remain a member led process, where applicants are invited to present their proposal. Member Panels have been set up to assess the priorities for funding, based on the available budget for each district. Political Group Leaders appoint Members based on current political proportionality. A Member chair is elected from

amongst the Panel Members on the day of the meeting.

Panel members were asked to consider and score applications to determine how the budget should be allocated. The panels adopted a scoring system assessing four categories; persistent problem, road safety, community improvement and added value. Each category was scored out of five and the average across all Panel Members was then applied to rank applications. Panel members were not permitted to score applications in their own division.

The rationale for proposing which applications are delivered is based upon the scoring system and available budget per district area. The scoring criteria is as follows:

- Score 0 Fails to deliver any improvement
- Score 1 Delivers negligible improvement/ aims of the LHI Initiative
- Score 2 Delivers limited improvement/ aims of the LHI Initiative
- Score 3 Delivers some improvement/ aims of the LHI Initiative
- Score 4 Delivers substantial improvement/ aims of the LHI Initiative
- Score 5 Delivers exceptional improvement/ aims of the LHI Initiative

It is recommended that applications scoring 1 or less should not be implemented, as the scoring indicates that the project delivers negligible improvements/aims of the LHI Initiative.

It is then recommended that projects be approved for delivery, working down from the highest score to the lowest, until the budget for the district area is fully allocated.

Should any applications subsequently prove unfeasible, or the actual cost be less than expected, further applications from the priority list may be allocated funding later in the year.

All estimated scheme costs incorporate the estimated cost of time spent by officers designing, managing, and delivering. The actual cost of the new feasibility stage, which has recently been completed, has been top sliced from each district area budget before being allocated to applications.

This recharge of both the feasibility and officer project delivery costs was agreed by Highways & Infrastructure Committee in July 2017, to better reflect the actual cost to the authority of delivering the LHI Initiative.

The LHI budget has increased to £820,000 for 2022/23 from £807,000 in the previous year.

The current application window proposed below for LHI applications for the 2023/24 programme, is as follows:

- Application window opens – Monday 3rd October 2022
- Application window closes - Friday 18th November 2022 at midnight
- Feasibility studies undertaken – December 2022 to March 2023
- Panel meetings – March to April 2023
- Report to committee including prioritised list for approval - June 2023

- Programming, design, and consultation with applicants - July 2023 to February 2024
- Pricing and construction – March 2024 to July 2024

This has been programmed to allow sufficient time for any agreed changes arising from the LHI working group to be implemented before the programme commences in October 2022.

The indicative programme detailed for 2023/24 may be adjusted, dependent on the proposed changes to the process to be brought forward by the Member Working Group and approved by the committee in Autumn 2022.

1.3 Scope

Consideration of, and recommendations for, individual schemes is outside the scope of the Working Group's remit. The purpose is to review the LHI process as a whole end to end.

1.4 Duration

The intention is for a time limited working group to feedback to Highways and Transport committee in September 2022 on the LHI process.

1.5 Membership

The LHI working group will comprise: 7 elected Members with a balanced political representation across the parties: 2 Liberal Democrats, 1 Labour, 1 Independent, 3 Conservative as follows –

- Councillor Alex Beckett
- Councillor Lorna Dupre
- Councillor Simon King
- Councillor Alan Sharp
- Councillor Mac McGuire
- Councillor Simone Taylor
- Councillor Neil Shailer
- Plus, relevant officers to support the group.

1.6 Meetings

A minimum of 4 (four) elected members of the LHI Member Working Group (or their appointed substitutes) shall form a quorum for the transaction of business. Decisions will be made by consensus where possible, or by a majority if not. The Chair of the Working Group shall have a casting vote.

Meetings will be held weekly (if necessary) and via MS Teams unless otherwise agreed. This timescale is required in order to meet the agreed deadline for the recommendation report, which is due to be presented to the October H&T Committee.

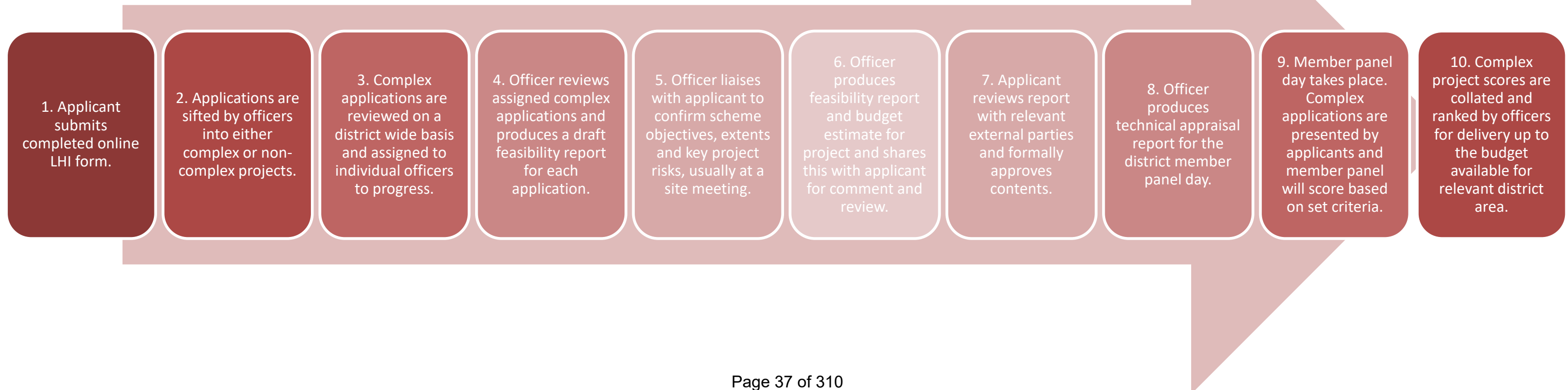
Each week a different phase of the LHI process will be discussed and reviewed by the members of the working group as suggested below with feedback and improvements captured -

- **Meeting 1** – Overview of the existing end to end process to help familiarise the working group.
- **Meeting 2** – Review the LHI Application process.
- **Meeting 3** – Review Feasibility process / Member panel day / prioritisation process and scoring criteria.
- **Meeting 4** – Review Funding, and reporting.
- **Meeting 5** – Review application scoring and panel days in more detail with worked examples.
- **Meeting 6** – Review recommendations from meetings 1 – 5 and agree next steps.

Non-complex application process.



Complex application process.



Local Highway Improvement Prioritisation Matrix for Non-complex Applications.								
Applicant		Project Type		Score	Scorer Comments / Justification			
1. Does the application address a known safety issue?								
(Scoring: 0 - 5. Based on the latest accident data available to CCC at time of review. Anecdotal evidence such as photographs and evidence of non-injury accidents also accepted. Scoring: 3 or more within 150m - 5 / 2 within 150m - 4 / 1 within 150m - 3 / Substantial anecdotal evidence including photographs and accident details - 2 / Some anecdotal evidence - 1 / No evidence provided - 0).								
2. Could the suggested scheme increase safety for highway users?								
(Scoring: cumulative 0 - 5. Could the scheme increase safety for users? Evidence of how the scheme will need make it safer for different users groups should be referenced during application. Is it near a school, or on a route used by cyclists for example, one mark for each, maximum of 5).								
3. Could the suggested scheme contribute positively to public health?								
(Scoring: cumulative 0 - 5. Could the scheme increase safety for users of non-motorised forms of transport (0 - 3 marks) and will it encourage an uptake in healthy activities such as walking, cycling and horse-riding (0 - 2 marks)).								
4. Does the application have demonstrable local support?								
(Scoring: 0 - 5. Yes with relevant evidence of discussion and consultation to provide confidence that the scheme will progress without objections = 5 / Some relevant evidence or support implied, but further consultation needed = 3 / No evidence of discussion or evidence of support locally = 0).								
5. Could the scheme potentially lead to any localised environmental improvements?								
(Scoring: 0 - 5. Examples of this could include, but aren't limited to the following - an anticipated improvement in air quality, an expected reduction in noise pollution, or a positive reduction in vehicle speeds. One mark for each, maximum of 5).								
6. Cost weighting -								
(Scoring: 0-5. Based on the total estimated cost of the project - up to £5k = 5 / £5k up to £7.5k = 4 / £7.5k up to £10k = 3 / £10k up to £12.5k = 2 / over £12.5k = 1).								
7. Population Vs Contribution weighting -								
	% Contribution							
Population		50% +	49 - 40%	39 - 30%			29 - 20%	19 - 10%
	0 - 249	5	5	5			5	5
	250 - 499	5	4	4			4	4
	500 - 1999	5	4	3			3	2
	2000 - 4999	5	4	3			2	1
	5000+	5	4	2	1	1		
8. Deliverability								
(How deliverable is the scheme perceived to be by officers based on the application and evidence provided. Score of 0 - 5 given dependent on any of the following - significant unknowns such as impact of requested intervention to address stated issue, a lack of evidence of consultation, concerns over how the scheme is funded, or a lack of a clear and defined scope/issue. 5 = Very easy to deliver no unknowns / 4 = Easy to deliver / 3 = Some unknowns but not expected to impact on delivery substantially 2 = Hard to deliver due to lack of supporting evidence 1 = Very hard to deliver, significant unknowns and lack of supporting evidence 0 = Impossible to deliver).								
Total cumulative score -				0	/ 40			

Local Highway Improvement Member Panel Scoring Sheet for Complex Applications.									
Applicant		Project Type		Score	Scorer Comments / Justification				
1. Does the application address a known safety issue?									
(Scoring: 0 - 5. Evidence based scoring to be applied here using the available data for accidents within 150m of the proposed improvement and anecdotal evidence such as photos or reference to safety related incidents during presentation to panel.									
2. Could the suggested scheme increase safety for users?									
(Scoring: 0 - 5. Examples of how the applied for improvement once installed could make it safer for different users groups should be referenced during presentation to panel).									
3. Could the suggested scheme contribute positively to public health?									
(Scoring: 0 - 5. Could the scheme increase safety for users of non-motorised forms of transport (0 - 3 marks) and will it encourage an uptake in healthy activities such as walking, cycling and horse-riding (0 - 2 marks)).									
4. Does the application have demonstrable local support?									
(Scoring: 0 -5. Evidence in the presentation to panel of the community engagement undertaken to date and the stakeholder support for the requested improvement to satisfy scorer that the proposed scheme will progress without objections, score of 0 - 5 based on how confident the scorer is that this is the case).									
5. Could the scheme potentially lead to any localised environmental improvements?									
(Scoring: 0 - 5. Examples of this could include, but aren't limited to the following - an anticipated improvement in air quality, an expected reduction in noise pollution, or a positive reduction in vehicle speeds. One mark for each, maximum of 5 to be referenced during presentation to panel).									
6. Value for money -									
(Scoring: 0 - 5. Based on the perception of whether the scheme delivers value for money).									
7. Population Vs Contribution weighting -									
	% Contribution								
Population		50% +	49 - 40%	39 - 30%				29 - 20%	19 - 10%
	0 - 249	5	5	5				5	5
	250 - 499	5	4	4				4	4
	500 - 1999	5	4	3				3	2
	2000 - 4999	5	4	3				2	1
	5000+	5	4	2				1	1
7. Deliverability -									
(How deliverable is the scheme perceived to be by scorers based on the presentation to panel and evidence provided. Score of 0 - 5 given dependent on any of the following - significant unknowns such as impact of requested intervention to address stated issue, a lack of evidence of consultation, concerns over how the scheme is funded, or a lack of a clear and defined scope/issue. 5 = Very easy to deliver no unknowns / 4 = Easy to deliver / 3 = Some unknowns but not expected to impact on delivery substantially / 2 = Hard to deliver due to lack of supporting evidence / 1 = Very hard to deliver, significant unknowns and lack of supporting evidence / 0 = Impossible to deliver).									
Total cumulative score -				0	/ 35				

Equality Impact Assessment - LHI

Key service delivery objectives and outcomes *

Describe the objectives the service is working towards and the current outcomes being achieved, to give context to your proposal. If this is a new service and these needs/objectives have never been met before, please state this instead of describing the current outcomes

The existing Local Highway Improvement (LHI) initiative provides the opportunity for local groups, including Parish and Town Councils to promote local highway improvements in their community that would not normally be prioritised nor funded by the County Council. Through the initiative external groups are invited to apply for funding of up to £15,000 per project, subject to those groups providing at least 10% of the total cost of the scheme. The schemes are community driven, giving local people influence over bringing forward highway improvements. The County Council contributes around £820,000 towards each round of the LHI initiative, with the rest of the funding being provided by the applicant on a scheme-by-scheme basis. This amounts to a total available budget per LHI cycle in the region of £1,100,000. This results in sufficient funding to deliver around 70 schemes countywide per cycle out of the 170 applications received. As the above application figures highlight the LHI process is popular and consistently oversubscribed. The existing process is also acknowledged as being both complex and time consuming for all parties, as a result Members of the Highways and Transport Committee requested the opportunity to review and improve the LHI initiative. The key issues the committee were looking to understand, and address included; why certain types of projects take longer to be delivered, the time and resources needed from all parties involved in the process to progress an application, and how to improve how applications are scored and assessed.

Key service outcomes *

Describe the outcomes the service is working to achieve

Improvements to the existing LHI process.

What is the proposal *

Describe what is changing and why

Following a number of cross party member working groups the following changes have been proposed –

Proposed change Introduction of two process routes, Non-complex and Complex Schemes - Submissions will be divided dependant on the nature and extent of works and will be processed as either Non-complex or Complex applications, (see appendices). Non-complex applications will be assessed using a prioritisation matrix by officers and ranked accordingly. Complex applications will follow the traditional route and be assessed by the relevant area member panel. The Non-complex process is made up of the following types of application: parking restrictions such as double or single yellow lining, street

lighting, speed limits such as 40mph buffer zones passive traffic calming measures including signs and lining Mobile Vehicle Activated Signs. The Complex Schemes process encompasses all forms of physical traffic calming or improvement work such as - raised features, central islands, priority chicanes, pedestrian crossings foot/cycle paths. It was agreed that the newly introduced processes would be reviewed by a subsequent LHI MWG after the 23/24 LHI programme had been approved for delivery to explore what could be improved further. These changes are expected to make the process more efficient for officers in the application / feasibility phase and allow members more time on panel days to assess those more complex schemes which have more of an impact on local communities.

Change to risk contingencies for financial estimates will be dependent on the type of application. This will vary, for Non-complex schemes the risk contingency priced will be set at 10%, for Complex schemes the contingency will be set at 23% which is in line with current government guidance when delivering construction projects with a considerable number of unknowns. This change will allow more accurate budget setting at project inception which should make the delivery timeline shorter, and allow better management of unknown risks.

Change to funding amounts depending on type, either Non-complex or Complex Scheme. Previously the amount was set at £15,000 for every type of application. The County contribution for Non-complex projects will be reduced to a maximum of £10,000, while for Complex projects the maximum contribution will be increased to £25,000. The overall level of funding for the LHI process will remain the same. This change will allow more accurate budget setting at project inception, better management of unknown risks and address inflationary related cost increases.

Use of an agreed prioritisation matrix to score and rank Non-complex applications, with delegation to officers, (see appendices for example). The matrix will be used to score and rank the Non-complex applications, with those above the allocated funding amount being progressed. Using this process should allow work to start sooner.

A set budget for each district area will be agreed by members and set aside to fund this part of the process. Whilst delegated to officer's members will have oversight and the criteria to be used by officers has been reviewed and approved by the MWG (Member Working Group). Once officer scoring has been completed the MWG will reconvene to review the submitted scores and prioritised list of schemes to ensure consistency before they are submitted to H&T for approval. These changes are expected to make the process more efficient for officers in the application / feasibility phase and allow members more time on panel days to assess those more complex schemes which have more of an impact on local communities.

Percentage funding amount per District to be set aside for Non-complex / Complex Scheme LHI's. Looking at the previous year's applications (2022/23) a 50% split was agreed to be appropriate. Half the funding allocated for each district will therefore be ringfenced for Non-complex, and the other half for Complex Schemes for 23/24. It is recommended that this is reviewed annually and adjusted as appropriate. Depending on the breakdown of scheme applications received it will be possible for different funding splits for each of the 5 districts. This will be agreed with Chair and Vice Chair of Highways & Transport. This is required to enact the changes to the LHI process. The overall amount allocated and spent in each district area will remain the same as in previous years.

Key Performance Indicators (KPI's) - Introduce two Key Performance Indicators a cyclic qualitative survey distributed to applicants upon completion of the programme for that intake. This will be sent out six months after work has been completed on site. A second KPI will measure delivery performance of the overall LHI programme against a baseline programme for that intake as follows - 'Where a financial and programme baseline is set, the cumulative percentage of projects that are on time and within budget.' These changes will allow the communities which apply to feedback on their experiences using the process, and this feedback will be used to positively shape the LHI process going forward. The second KPI will allow members to objectively scrutinise delivery of the LHI programme to agreed timescales.

Member Panel Scoring at panel days is to be more open and collaborative going forward with time set aside for members to discuss the merits of the applications presented and their own individual scores / views towards that application. Scoring itself will be done subjectively and individually by each member. This is to ensure scoring is consistent across the panel and allows members the chance to talk through similar schemes and how they have scored them to make sure the applications have received due consideration and scrutiny as a group.

Member Panel – Cambridge City It has been agreed that two Cambridge City Cllrs will sit on the member panel and assess / score Complex applications in addition to the elected County members. This is reverting to a previous LHI format to address the fact the City contributes the third party funding in entirety in the Cambridge City area. This was requested by the City Council to make sure there is adequate understanding of where the allocated funding is being spent.

Member Training on the scoring process is to be delivered by officers for those members sitting on the area panels in advance of the panel days. This will deliver a consistent scoring approach. This is to ensure scoring is consistent across the panel and allows members the chance to talk through the process to make sure they are clear prior to applicants presenting their bids.

Member panel scoring sheets / criteria to mirror the prioritisation matrix where feasible, (see appendices). This is to make sure that applications are being scored consistently by members and officers, whichever part of the process the application is assessed under (Non-complex or Complex Scheme).

Applications to be presented virtually and online. Applicants will be required to present their bids virtually and submit their applications via an online form. The virtual meetings allow applicants added flexibility as they do not have to travel to present their bid in person and it is hoped this will encourage applicants to present themselves, rather than officers presenting on the applicant's behalf. There is the option of getting members / officers in a room physically at New Shire Hall or in the relevant district area where possible. This will be at the discretion of each area panel. Officers will present applications where it is not possible for the applicants to present themselves, but this will be by exception.

Amendments to Application process. As well as being changed to an online form for the applicant to populate applicants will also be required to – A) Provide confirmation that in instances where applications cross parish or ward boundaries both parishes and local members are in support of the applications. B) Confirm that they have discussed the scheme

with the local member and that they understand and are in support of the application. C) Provide confirmation upfront with their submitted application for how they are funding their proportion of the project. For example, this could be a written statement confirming they have the funding available to spend via available S106 funding or by raising their precept. This is to prevent applications where the applicant does not have any funding in place and needs to apply to a third party to secure funding, such as Community Infrastructure Levy (CIL) bidding, which causes delays to the delivery of the LHI programme. D) The applicant will be asked to confirm that they have informally consulted with local stakeholders who would be affected by the proposed scheme and have their support for the application, as well as detailing exactly what level of consultation has taken place to date. These changes will ensure that schemes are funded which are supported by local communities and are suitable for delivery.

Scheme withdrawal. If once approved for funding officers identify that a scheme needs to be materially different to the one submitted by the applicant, as a direct result of an issue which the applicant had control over, then the scheme will be withdrawn in consultation with Chair & Vice Chair of H&T. The applicant will be encouraged to reapply in the next LHI round. This prevents schemes that do not have the support of the local community, and which would need to be materially different to progress, as they weren't what the funding was originally allocated for.

Community groups and other parties. The current LHI Initiative allows for one scheme application per year per Parish or one application per County Cllr in Town or City areas and five schemes per County Cllr for Cambridge City (no Parish Councils). This recommendation would adjust the process to allow for a community group to make one additional funding application only, per respective parish, town, or city, (this does not apply to Cambridge City).

Proof of funding and payment. It was felt this needed to be considered earlier in the process, rather than once the project is completed in certain instances. It is suggested that where the applicant funding contribution is being provided by a third party; other than a parish, town, or city council, that the agreed funding amount is invoiced once the design has been approved, a cost for the work has been agreed and a delivery date provided to the applicant, this will be before work starts on site. This is to address concerns that invoicing at the end of the project once complete on site may lead to difficulties in recouping the applicant contribution and is based on similar past experiences.

What information did you use to assess who would be affected by this proposal? *
e.g. statistics, consultation documents, studies, research, customer feedback, briefings, comparative policies etc.

Discussions internally with various CCC teams and officers. Feedback received from applicants such as parish councils and City Cllrs regarding the existing process. Discussion and feedback from members who have participated in the LHI process. A cross-party member working group which met regularly throughout July & August 2022 and was set up to review the existing process and suggest changes to H&T. Sitting members discussed issues with the parishes they represent and fed back to the group. The group then reviewed proposed changes and arrived at a majority decision regarding which ones would be proposed to H&T. Officers also scrutinised and soft tested the process changes to make sure they were fit for purpose and workable.

Are there any gaps in the information you used to assess who would be affected by this proposal? *No

Does the proposal cover * ☐ ☐ ☒ All service users/customers/service provision countywide

Which particular employee groups/service user groups will be affected by this proposal? *

e.g. all staff in 'X' team, all staff in 'y' location, all customers receiving 'x' service, all customers in 'y' area

This proposal potentially impacts all residents / users in Cambridgeshire as anyone can apply to the LHI process for funding. This is however a bottom up process which relies on individuals, parishes, towns, cities or community groups to actively apply for funding to deliver highway improvements in their community. The change also affects the internal team which will deliver the work although it is a revised, rather than completely new process.

Does the proposal relate to the equality objectives set by the Council's Single Equality Strategy? *Yes
Council's Single Equality Strategy

Will people with particular protected characteristics or people experiencing socio-economic inequalities be over/under represented in affected groups *

Does the proposal relate to services that have been identified as being important to people with particular protected characteristics/who are experiencing socio-economic inequalities? *No

Protected characteristics

Does the proposal relate to an area with known inequalities? *No

What is the significance of the impact on affected persons? *

The aim here is to focus your mind on the lived experiences of the people impacted by our decisions, understanding they are part of these people's wider lives. Think about how serious the impact of this change will be, not by itself but as part of wider cumulative impact. For example, disabled people's lives cost more, and disabled people are often poorer, than non disabled people. So a cut to a service that disabled people use is likely to be part of a cumulative experience of financial difficulties and challenges to living as full a life as possible

The aim of the revised LHI process is to make it easier for users to apply, and to ensure the process reaches a wider audience than it does currently by allowing more groups to apply. The changes which are initially requested by the local communities who apply for funding will be delivered in a more timely manner than they are through the current process, and this means a positive impact on communities sooner.

Category of the work being planned *

Is it foreseeable that people from any protected characteristic group(s) or people experiencing socio-economic inequalities will be impacted by the implementation of this proposal (including during the change management process)? *No

Identifying impacts on specific minority / disadvantaged groups

Provide an explanation as to why this proposal will not have an impact on each of the following characteristic/group of people.

Where the same explanation applies to more than one group you can reduce duplication by referencing against the relevant characteristic/group where that information has already been stated

Age

There is the potential that moving the process to wholly online will have a negative impact on users who aren't as confident using IT equipment. This is more prevalent amongst the elderly who are less inclined to use technology. Should this situation arise officers will be contactable for further discussion via email, and this will be clearly flagged on the online application form to assist the individual making the application. If needed the officer can make the online application on the individual's behalf in cooperation with them, or input from a paper copy provided to the applicant to complete in lieu of the online form. It has been agreed that the digital approach is more acceptable in general and reduces the amount of duplication amongst applicants, officers and members, making the process as efficient as possible up front.

Disability

There is the potential that moving the process to wholly online will have a negative impact on users who aren't as confident using IT equipment. This is more prevalent amongst certain groups who are less inclined to use technology or find it difficult to do so. The online forms and approach will be made as accessible as possible for people with disabilities in line with CCC policies on the subject. Should a situation arise where there are issues with the online approach for the applicant then officers will be contactable for further discussion, and this will be clearly flagged on the online application form to assist the individual making the application. If needed the officer can make the online application on the individual's behalf in cooperation with them, or input from a paper copy provided to the applicant to complete in lieu of the online form. It has been agreed that the digital approach is more acceptable in general and reduces the amount of duplication amongst applicants, officers, and members, making the process as efficient as possible up front.

Gender reassignment

No direct impact to this user group

Marriage and civil partnership

No direct impact to this user group

Pregnancy and maternity

No direct impact to this user group

Race

No direct impact to this user group

Religion or belief (including no belief)

No direct impact to this user group

Sex

No direct impact to this user group

Sexual orientation

No direct impact to this user group

Socio – economic inequalities

No direct impact to this user group

Delivery Robots Trial – Update and Expansion

To: Highways and Transport Committee

Meeting Date: 4th October 2022

From: Steve Cox - Executive Director; Place and Sustainability

Electoral division(s): Cambourne, Cherry Hinton, Longstanton, Northstowe & Over, Queen Ediths, Romsey

Key decision: Yes

Forward Plan ref: 2022/098

Outcome: The Committee is asked to consider the details of the trial of delivery robots in Cambourne, note the results of the survey and agree to an expansion of the trial to new areas

Recommendation: The Committee is asked to

a) Approve the continuation and expansion of the trial of food delivery robots as presented within the report

Officer contact:
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Post: Traffic Manager
Email: Sonia.Hansen@cambridgeshire.gov.uk
Tel:

Member contacts:
Names: Cllr Alex Beckett / Cllr Neil Shailer
Post: Chair/Vice-Chair
Email: Alex.Beckett@cambridgeshire.gov.uk
Neil.Shailer@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

- 1.1 Cambridgeshire County Council was approached by Starship Technology to run a trial of food delivery robots in Cambourne. Starship Technology have been successfully running robot delivery services in Milton Keynes and Northampton.
- 1.2 An assessment of safety and risks of running food delivery robots was considered by County policy, and technical leads, and discussion took place with other Local Authorities who have implemented the Starship service in their area.
- 1.3 The Department for Transport have confirmed that delivery robots are not yet specifically defined in legislation, and they are considering the role of delivery robots in the transport system and what, if any, legislative changes might be necessary. Until legislative changes are made, DfT advised that it would be ultimately for the courts to decide on the specific application of the legislation, but it is likely that delivery robots would fall within the definition of a 'mechanically propelled vehicle' and if intended or adapted to be used on the road also a 'motor vehicle' and as such are subject to existing legislation in that as a mechanically propelled vehicle they are not permitted to use footpaths. Officers met with DfT's Centre for Connected and Autonomous Vehicles team and they are aware of the trial in Cambourne.
- 1.4 Cambridgeshire is an innovative dynamic and rapidly developing county and one where new and emerging technology is likely to be supported by the community. Without live trials of emerging technology, it would be difficult for start-up companies like Starship to develop innovative solutions to the issues of last mile delivery, congestion, air quality and over reliance on cars for short journeys to shops. Discussions took place with the Chair and Vice Chair of Highways & Transport Committee and the Local Member for Cambourne about their views on running a trial in Cambourne of delivery robots, considering the risk that it is not currently defined in legislation by DfT against potential benefit of being at the forefront of supporting new and emerging transport technology, and mindful of the technical work undertaken by officers to ensure safe implementation. On the balance of the risks and benefits an agreement was approved for a trial of delivery robots in Cambourne.
- 1.5 Starship Technology are working in partnership with the Co-op and customers can place orders via an app. The robots can deliver hot and cold food as well as groceries and there is potential for partnerships with other shops and takeaways.
- 1.6 The robots operate on pavements and only use roads when crossing them safely, they do not use cycle lanes, they travel less than 4mph and they operate within a fixed area. Artificial intelligence helps the robots understanding the world around them. Human back-up can intervene if they experience any issue.
- 1.7 If the robots encounter a wheelchair user, they will stop at a safe distance. They avoid obstacles and have a flag to help with visibility and emit a noise to signal their presence. They are battery operated so there are no emissions at point of use. They have the potential to reduce short car journey to shops and short deliveries from take aways and can assist those with mobility issues who cannot get to the shops easily.
- 1.8 The trial of robots in Cambourne was launched on 17th May 2022 offering a service to over 3,000 homes of hot and cold food delivery to their door.

- 1.9 The launch of the trial in Cambourne was covered extensively by local media, including the Cambridge News, Cambridge Independent, ITV Anglia and the BBC. It was also communicated on CCC's social media channels, a video was produced and the council's website has a section on the robots along with FAQs.

2. Main Issues

- 2.1 The benefits of the food delivery robots are
- It is a live trial using emerging technology to offer local last mile delivery of groceries
 - The robots are battery operated with no emissions so can help to improve air quality compared to a car doing the same journey
 - They can reduce short car journeys to the shop
 - The robots can provide delivery of essential items to people with limited mobility who struggle to get to the shop
 - They can create an interest and new jobs in Science, Technology, Engineering and Maths (STEM)
- 2.2 There is a risk to the council associated with the trial and its expansion whilst the legislation is not defined specifically in relation to this new vehicle type. The agreement with Starship Technology includes a clause to stop the trial at any time should the Council decide it no longer wishes to proceed with the trial which helps to mitigate this risk.
- 2.3 Starship Technology carried out their own customer survey after the first month of operation and there was overwhelming support for the robots with -
- 97.2% positive about Starship robots delivering in Cambourne
 - 98.4% saying they would recommend Starship to their friends
 - People said the benefits are that it was better for environment than jumping in car (48.4%), it saved them time 40.3%, less food goes to waste (4.8%)
 - 43.5% said they would either drive to the shop (44.2%) or drive to a different shop or supermarket (9.2%) if they did not use Starship to get groceries
 - 17.7% responding had a disability or someone in their household had a disability
- 2.4 The Starship Facebook page has received very positive engagement with people posting pictures of their robot deliveries and children and dogs engaging with the robots. The robots have carried out nearly 12,000 deliveries in Cambourne as of September 2022 and 5735 people have downloaded the app.
- 2.5 There were some concerns raised about the robots going through the country park and so Starship Technology re-set the geo fence so that the robots no longer went through the park. This then prompted some comments that it was taking longer for deliveries as the robots had to go around the park.
- 2.6 The County Council ran its own independent survey over the summer which was sent to stakeholders and promoted to the community via various channels.
- 2.7 The results of the survey are set out in appendix 2.
- 2.8 Details of the comments received in the survey are at the end of appendix 2.

- 2.9 Following the success and positive engagement with the community in Cambourne Starship Technology are keen to expand the trial into new areas of Cambridgeshire to see how the robots will work in different environments. They are proposing to trial in an area of Southeast Cambridge in the Cherry Hinton, Romsey and Queen Ediths divisions. See appendix for proposed trial area. They are also considering extending the trial to the Longstanton / Northstowe area which would largely run on unadopted areas of highway and is of particular interest to see how the service can integrate in a new community.
- 2.10 A trial expansion would continue to be monitored and be operated along the same lines whereby the Council can withdraw support at any time if they wish to. Until such time as DfT clarifies the legislative position it would be prudent to continue to approve any emerging technology as a trial on a case-by-case basis with the option to stop at any time.

3. Alignment with corporate priorities

3.1 Environment and Sustainability

The following bullet points set out details of implications identified by officers:

- The food delivery robots can contribute to carbon reduction by reducing short car journeys to the shop.
- The customer survey by Starship showed a reduction in vehicles miles driven in the first month of the trial as 7798 with over 1670kg reduction in CO2 based on the reduction in miles driven.

3.2 Health and Care

The following bullet points set out details of implications identified by officers

- The delivery robots can provide a service for delivery of essential items to people who are unable to get to the shops easily

3.3 Places and Communities

The following bullet points set out details of implications identified by officers

- The delivery robots trial demonstrated some very positive engagement with the local community in Cambourne via social media with can provide a service for delivery of essential items to people who are unable to get to the shops easily

3.4 Children and Young People

The following bullet points set out details of implications identified by officers

- The delivery robots appeal to children and young people
- Starship will do local outreach with schools
- Robots can create interest for young people in STEM.

3.5 Transport

The following bullet points set out details of implications identified by officers

- The delivery robots offer a trial of new and emerging transport technology solutions for the issue of last mile delivery, reducing short car journeys and congestion

4. Significant Implications

4.1 Resource Implications

There are no significant implications within this category.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category See wording under 4.1 and guidance in Appendix 2.

4.3 Statutory, Legal and Risk Implications

The report above sets out details of significant implications in paragraphs 1.3. and 1.4. There is a risk of judicial review, though mitigation measures are set out in 2.2.

4.4 Equality and Diversity Implications

An Equality Impact Assessment has been undertaken for the first trial in Cambourne and for this proposed expansion of the trial. The following bullet points set out details of significant implications identified by officers:

- The delivery robots can offer a service to people with disabilities who are unable to get to the shops easily
- The robots have a flag and emit a noise to help blind and partially sighted people to recognise them

4.5 Engagement and Communications Implications

The following bullet points set out details of significant implications identified by officers:

- Local stakeholders were sent the survey of the trial in Cambourne

Local Stakeholders were consulted in

4.6 Localism and Local Member Involvement

The following bullet points set out details of significant implications identified by officers:

- The Local Member was involved in the development of the trial in Cambourne
- Local Stakeholders were consulted in the survey

4.7 Public Health Implications

There are no significant implications within this category

4.8 Environment and Climate Change Implications on Priority Areas (See further guidance in Appendix 2):

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Neutral Status:

4.8.2 Implication 2: Low carbon transport.

Positive Status:

Explanation: the trial of emerging transport technology offers a low carbon solution to reducing short car journeys to shops.

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Neutral Status:

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Neutral Status

4.8.5 Implication 5: Water use, availability and management:

Neutral Status:

Explanation:

4.8.6 Implication 6: Air Pollution.

Positive Status:

Explanation: the trial of emerging transport technology offers a zero emissions solution to reducing short car journeys to shops.

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Neutral Status:

Explanation:

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement? Yes

Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes

Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your EqIA Super User? Yes

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications? Yes

Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes

Name of Officer: Sue Procter

Have any Public Health implications been cleared by Public Health?

Yes or No

Name of Officer: Iain Green

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer?

Yes

Name of Officer: Emily Bolton

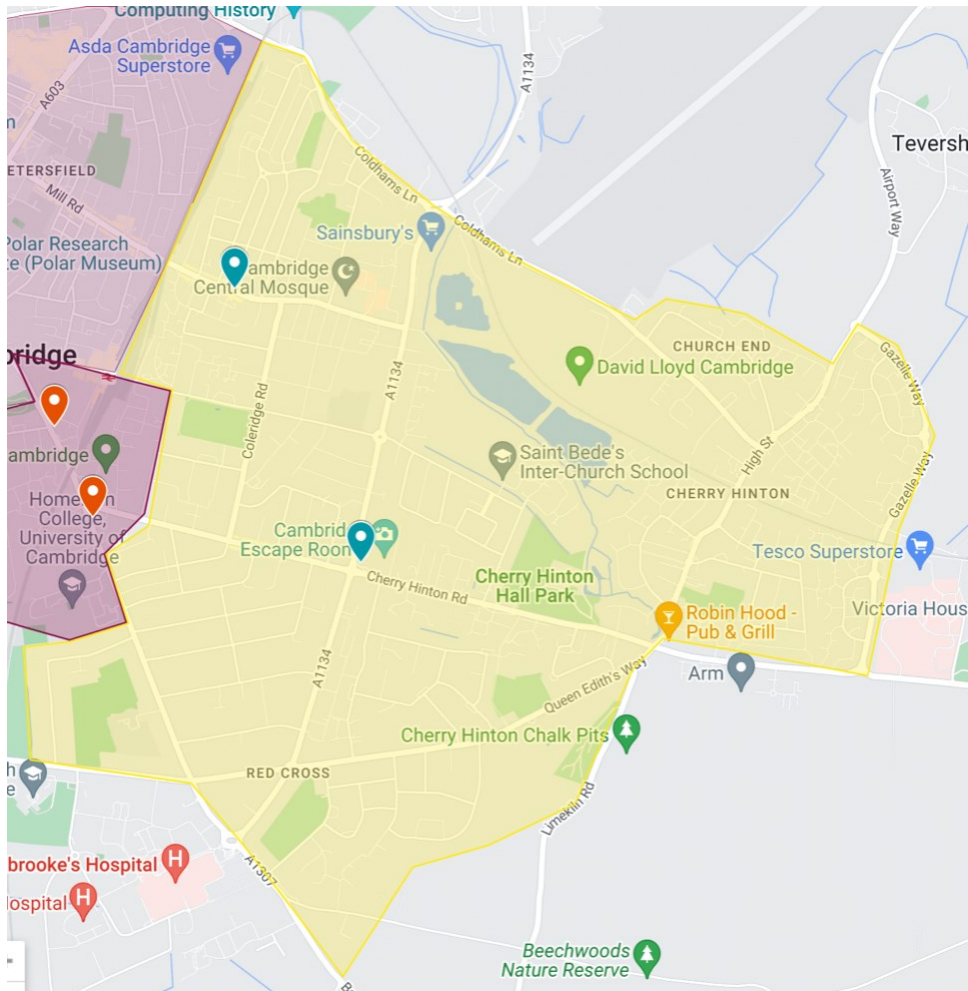
5. Source documents guidance

5.1 Source documents

5.2 Location

Appendix 1

Map of proposed expansion area South East Cambridge



Appendix 2

Delivery Robots Survey Results Sept 2022

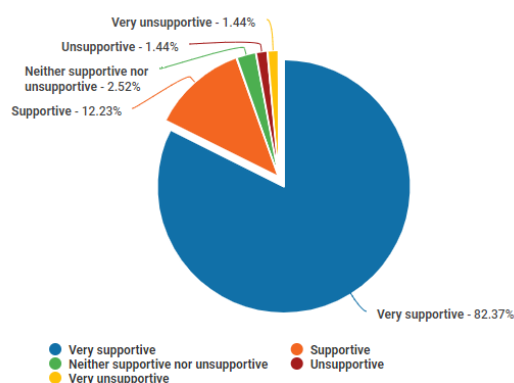
Officers carried out an engagement exercise via Smart Survey which was published on CCC social media channels including Facebook and Twitter and ran from 1st August until 12th September 2022.



The following organisations were notified of the consultation: The Police, Fire Service, Ambulance Service, RNIB, Guide Dogs UK, Age UK, South Cambridgeshire District Council, Healthwatch Peterborough, The local MP, City and County Councillors. 3 members of the public who had raised concerns about the trial were also invited to respond.

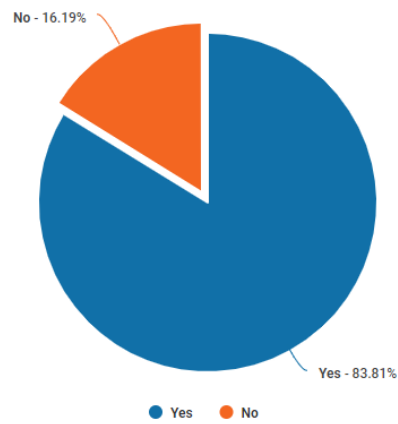
Results

How far do you support the introduction of the electrically powered Personal Delivery Devices (Robots) in Cambourne?



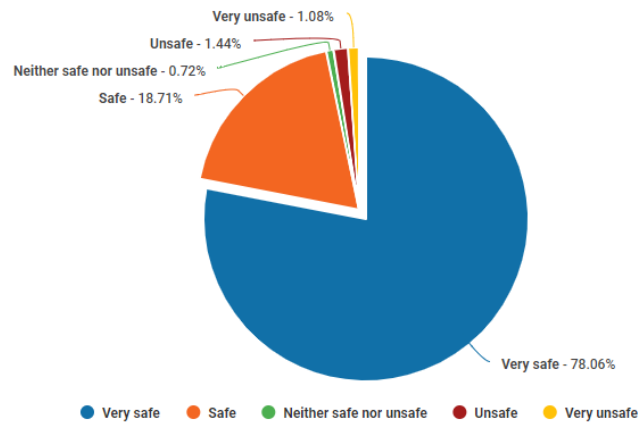
Answer Choices	Responses		
Very supportive	<div style="width: 82.37%;"></div>	82.37%	229
Supportive	<div style="width: 12.23%;"></div>	12.23%	34
Neither supportive nor unsupportive	<div style="width: 2.52%;"></div>	2.52%	7
Unsupportive	<div style="width: 1.44%;"></div>	1.44%	4
Very unsupportive	<div style="width: 1.44%;"></div>	1.44%	4
Answered: 278 Skipped: 1	Response Total:		278

Have you ordered goods for delivery by the Robots?



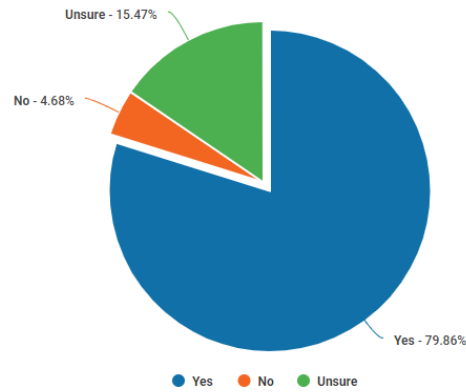
Answer Choices	Responses	
Yes	<div><div style="width: 83.81%;"></div></div> 83.81%	233
No	<div><div style="width: 16.19%;"></div></div> 16.19%	45
Answered: 278 Skipped: 1		
Response Total:		278

How safe do you think the Robots are using routes with people on them?



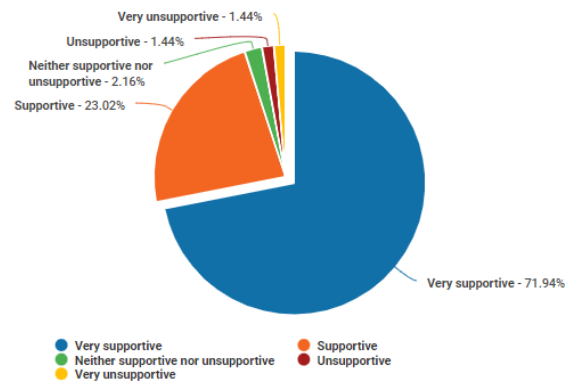
Answer Choices	Responses	
Very safe	<div><div style="width: 78.06%;"></div></div> 78.06%	217
Safe	<div><div style="width: 18.71%;"></div></div> 18.71%	52
Neither safe nor unsafe	<div><div style="width: 0.72%;"></div></div> 0.72%	2
Unsafe	<div><div style="width: 1.44%;"></div></div> 1.44%	4
Very unsafe	<div><div style="width: 1.08%;"></div></div> 1.08%	3
Answered: 278 Skipped: 1		
Response Total:		278

Do you think the robots have reduced short car journeys to collect groceries?



Answer Choices	Responses	
Yes	<div><div style="width: 79.86%;"></div></div>	79.86% 222
No	<div><div style="width: 4.68%;"></div></div>	4.68% 13
Unsure	<div><div style="width: 15.47%;"></div></div>	15.47% 43
Answered: 278 Skipped: 1		Response Total: 278

How far do you support the introduction of the service in other areas of Cambridgeshire?



Answer Choices	Responses	
Very supportive	<div><div style="width: 71.94%;"></div></div>	71.94% 200
Supportive	<div><div style="width: 23.02%;"></div></div>	23.02% 64
Neither supportive nor unsupportive	<div><div style="width: 2.16%;"></div></div>	2.16% 6
Unsupportive	<div><div style="width: 1.44%;"></div></div>	1.44% 4
Very unsupportive	<div><div style="width: 1.44%;"></div></div>	1.44% 4
Answered: 278 Skipped: 1		Response Total: 278

Additional feedback

118 positive comments and 9 negative comments (highlighted red)

1. only used it once, but a very efficient experience
2. The idea is brilliant however there are a few short backs that might impact this service long term. Robot storage is very limited, lack of other food providers on Starship app means there's no competition and prices are quite high so you still end up saving more money and time by taking a short drive to the shops. However, the robots are starting to become part of the scenery in Cambourne, residents seem to be very welcoming to the new delivery system although at the moment is more of a gimmick rather than something greatly improving your lifestyle. Perhaps as more and more providers join Starship and more robots will be added, the service will become cheaper and more popular.
3. Your survey links to a page that says that Starship have consulted widely with charities and experts about disabilities. Guide Dogs, RNIB, Age UK, Willenden Hospice and The Food Bank have all stated that they were not consulted nor condone the use of the PDDs on pavements. They were not aware that Starship was using their logos. As per my emails to you. My FOI request shows the council do not know how many car journeys are done to the co op so how can you know if journeys are being cut? Giving away our pavements to a private company for profit is illegal and should t be happening. If these things are needed put them on the road and treat them like usual delivery vehicles. The cycle and walking plan says the last mile should be done by bike. Dominoes are successfully using this mode of transport for delivery and this is also creating jobs for people. This is surely what the council should be pursuing. I note that San Francisco got rid of Starship and they went to Estonia where laws were changed to enable their vehicles on pavements. Does the council think it acceptable to use a company who lied to the House of Lords in its written evidence? It said it had consulted with Guide Dogs and Age UK in written
4. I think the robots are very good however I would like to know if the film people or pick up private conversations of people they pass?
5. I lived in Milton Keynes and they are very convenient!
6. The robots are settling in now the novelty period has worn off. I use them as I have limited mobility, so saves my carbon footprint from taking the car. They are also lifelines for others who are housebound. I only hope these continue, especially with the weather about to change.
7. They are brilliant and very helpful in so many different ways, my kids with additional needs love them, you cannot help but talk back to them - it would be great to have something similar as companion for lonely and depressed people 😊 it would be great if more shops used them
8. Excellent program
9. They should be able to use the country park
10. I think the robots are brilliant and they make me smile every time I teach in Cambourne. I used one to order ice creams as a treat for a pupil at the end of his exams and it arrived

before the end of his lesson half an hour later! Good fun and a really good way to cut down car usage on short trips.

11. This is a wonderful initiative and I love seeing the little robots trundling round Cambourne. All our visitors comment and it's a real treat getting a delivery. Reasonable charges too. Fingers crossed it's a success and can be rolled out for wider use. We all need more robot in our lives.
12. A wider range of items from the store would be appreciated - for example more baby/child items - nappies, children's medicine etc
13. They should give way to pedestrians (in a polite way). Or better still, stay off paths that are not for motorised vehicles.
14. There seems very little evidence to support how the council has consulted with the blind and partially sighted community on the safety of these vehicles on already cluttered pavements. It is hard enough navigating static hazards on the pavement, let alone having to identify things which are moving. The introduction of e-scooters and these vehicles is causing blind and partially sighted people a huge amount of anxiety about getting around the streets safely that many people are not confident enough to leave their homes. It is having a huge impact on confidence and independence. I have been told the units make noises similar to a pedestrian crossing noise. I am very concerned that without being able to clearly identify whether the noise is coming from a crossing or a delivery unit, it could mean people are falsely led into thinking it is safe to cross the road when it is actually a nearby unit. This could be extremely dangerous. All these issues need addressing and a wider group of people with little or no sight need to be asked for their views and listened to. I would also like reassurance that the units can be opened independently by a severely sight impaired person with tactile markers on the unit. I'd also like to know how a severely sight impaired person might find the unit if they cannot see it at their door on delivery? Have the council done a Equality Impact Assessment for these units? If so, where could I find this to read? I am very happy to support the council and Star Ship in making sure the units are safe and accessible for blind and partially sighted residents both using the pavements and using the service.
15. Great idea for people that can not get out due to illness or other problems
16. They're absolutely brilliant. Not only a hit with kids but great for people who aren't able to get out for a number of reasons. Really hope they stay
17. My family love it and it will be handy in the winter. We have used them numerous times already
18. Adore these little robots!!! They are a quick, reliable delivery service which I'd happily use for takeaways as well as food items from co-op.
19. Great idea, pity we did not have this during Covid. Ideal if you are feeling l'Il and can't venture far. The robots aren't the problem, it's these kids on electric scooters.
20. They make people happy :)
21. My children love spotting the robot and it is a good way of introducing discussion around environmental impact and technology with them
22. I absolutely love them and think they are a great idea.
23. I would like to see the robots continuing their service.
24. Great for people stick at home with Covid or who aren't well. I love the extra touch of choosing music and the way it says thank you. Manners cost nothing!

25. Just the one issue which apparently Starship are aware of which is that the entire gravel path leading from the large oak tree at the end of brace dein all the way up to the exit at the cricket pavilion appears to have been blocked, presumably as part of the badger conservation argument that came up rather hurriedly. That path is nowhere near the lake and is causing all kinds of issues with local residents not being able to use the service, when it's nowhere near the lake!
26. Love them
27. We should be supporting the provision of jobs for people during a financial crisis. Automation by robot just starts the acceptance of excluding people from a job market.
28. The robots are fantastic. We've used them multiple times to get essentials/treats. This has saved us time and/or stopped us using the car. They've also provided endless entertainment for our children - some outreach/engagement sessions on how they work would be great. There are also definite merchandising opportunities.
29. Absolutely 🍷 love them, so much easier to get a robot to deliver, than to drive.
30. Fantastic idea we love the little robots they are very helpful when you just need a few bits or fancy a treat with the cost of living nightmare it's just not affordable getting in the car to go to the shop so these little robots are helping a lot and I believe are the future
31. I don't use it often because I am in walking distance to coop, but the number of cars popping in there feels like it has greatly reduced. as for the rest of Cambridgeshire the footpaths would need to be better in some places.
32. Please roll it out to Soham
33. This is unnecessary technology that damages the environment to create and use. What is wrong with sustainable walking or riding a bike or even communities helping those who need help with shopping?
34. I told my primary aged child if they are at a road crossing and a robot is waiting to cross the road at the same time as the robot I am that confident in their safety measures
35. Whilst I appreciate there are concerns about pedestrian safety, I also believe that these vehicles are fitted with sensors that prevent impact. I am unsure if they have a small noise as a warning of their presence, but I am responding to this survey for three reasons 1) is because the robots are very useful for delivering shopping to people who are less able to get to the shop themselves particularly for a few items and 2) they encourage confidence in robotics and give pleasure to the general public who are intrigued with them and 3) they are more environmentally friendly.ID:
36. I'd like to see a bigger selection of food and drink choices.
37. Great service! Great for that thing you have forgotten or fancy! Reduces using your car. My household love them!
38. They help when you are at home alone with the kids and can't leave the house as they're asleep etc. It would be helpful if you could order Calpol or other over the counter medicine.
39. They don't deliver all the way to our house but only halfway down the street so would be nice to see the robots learn different types of terrain/street so we don't have to order to a random persons house :)
40. Fantastic idea and hope they continue.

41. Only issue is cost... it's clear the cost of the products is higher than visiting the shop, plus the service charge and the delivery charge it suddenly becomes very expensive
42. A great initiative. Helpful to those who struggle to get out Quiet and not at all disruptive to people
43. A great service to have in Cambourne.
44. At peak times can be hour and half wait on delivery times and tend to use robots when run out of something and need item within half hour! They have been very popular and make everyone smile seeing them round the town
45. I think these are a very good idea and are a godsend to the sick and vulnerable in our community.
46. Fantastic service! Especially helpful if unwell or at later/earlier hours
47. The robots seem to be able to move around bins on the pathways but not parked cars.... leading to them being stuck. Sadly we have several cars near us that park on the pavement, and I forever have to move the robots around them. it is bad enough if you have a wheelchair or pram... add them into the mix, and it's a nightmare.
48. They have been brilliant, I am a single mum with a young child it's made getting the odd item a lot easier - I don't need to worry about having to get little one into the car etc, I don't have to worry about getting to the shop on a busy day and trying to do it all before the bedtime routine. Plus we have been unwell recently and I desperately needed some bread for my daughter - this was ordered and delivered by the robot so I didn't need to worry.
49. Cute too!
50. They are fantastic. Definitely keep them in Cambourne
51. We love the delivery robot service and use it regularly
52. I have seen children talk to them, help them if in trouble, and many people smile. They are not intrusive as not operating at unsocial hours/late at night. I would be concerned if they operated 24/7.
53. There are several discounts and even if I am living 5-10 min walks to co op is very useful the delivery service. In Cambourne also there are missing core item such as Deliveroo or just eat and with Starship service at least we can buy some food without use the car and go to "collect the take away"
54. I have not ordered because I live in an area where there is no pavement. I think this needs to be reviewed so robots can deliver in areas that do not have a pavement which applies to a number of properties in Cambourne.
55. Great service, lucky to have them around, Saves so much on fuel and emissions. No harm whatsoever to the environment, people, or wildlife. Please keep them.
56. They are great, it's been interesting seeing how they navigate the town. They have a problem with bin day though, as their cautious approach means they can stare at them for quite a while before proceeding.
57. Terrific idea, so useful
58. The robots are quirky and a great novelty. I have only used them once, and would probably not use them loads going forward - I see them as an occasional fun way to have small items delivered. I do not see it as a permanent replacement for trips to the shop.

59. Although I was sceptical at first I have to say not only are the robots very useful, they have brought a smile to the faces of many residents and encouraged interactions with other people through mutual interest in the robots.
60. Brilliant idea we use the robots weekly
61. I think the Robots have been and are a great addition to Cambourne. They are great for little shops, things that you have forgotten or items that you've run out of.
62. An excellent idea, very much supported by all my neighbours.
63. Excellent idea!!! Fully support
64. Brilliant idea - should and needs to be encouraged 👍
65. The only issue is that local children in Cambourne are trying to disrupt the service through interference and vandalism. No action seems to be taken by local authorities or police
66. I have a rescue dog, who is very nervous. I expected her to be afraid of the robots, so was very surprised to discover we can pass very close to them without any fear from her. I think their slow pace and lack of jerky movements help. Also, my granddaughter (2) loves them! They have been very good for her, as she looks out for them with excitement, and they have engaged her imagination and she speaks about them frequently.
67. The robots are great especially when we had COVID recently and were isolating. Kids love them and they are very handy when you can't get out for whatever reason.
68. I'm very happy with the robots. They are very safe, environment friendly, great help to older people/ new mums and other people who cannot do their groceries in shops for various reasons. My children love them and they bring a smile on my daily run. I was happy for the robots to use the paths around lakes in Cambourne. There was no need to redirect them to pavements/streets. They do no harm whatsoever. Whoever thought they are harmful to badgers and nature around Cambourne needs to get educated. We are very lucky to get them in Cambourne.
69. It's a great facility to have in Cambourne. Fantastic idea.
70. The boys are a fantastic addition to Cambourne - we are lucky to have them. Not only do they perform a valuable service for those not able to get out or if you've forgotten something, they brighten up the day! I will admit I always say hello to them!
71. Was not happy with them using the country park/routes round the lakes but totally happy with them on local streets
72. Can the Morrisons be also added to the Starship services and possibly Just for Pets?
73. The robots make a big difference to many community members, like single mums, who look after their children or elderly people and those ones, with commuting problems. I personally use them if I need a single product for example and have no time to go to the shop or during my working time, which make it very convenient, but it saves our local environment, as I suppose less people are driving for a quick shopping now. It would be great to extend the offer with our local Morrisons products.
74. They have reduced all of my short car trips to the supermarket.
75. This is a great addition to the town. It is innovative and reflects the spirit of a new town. It is serving the whole community and is popular young across the board.
76. I think they are a welcome addition to Cambourne

77. The robots used to go through the country park, which would have diversified the routes (e.g. to lower Cambourne) which seemed a good idea and was quicker (meaning people waited less time and less likely to go by car). They don't seem to do that now, which seems a bad idea. The roads around coop and certainly been quieter, which is positive
78. The amount of uptake of these delivery robots is no way causing any dent in short car journeys to the shops. At the moment it is just a bit of harmless fun. You cannot take from this experiment how it will 'change' the habits of shopping. Most people when they go to the shops need something "now" - or it's a big shop.
79. The robots are a brilliant idea, we have certainly used them more to save our journeys. It would be handy to have more of what is sold in the co op available to order on the app, as it is very limited.
80. As someone with health problems they have helped immensely.
81. I am amazed by how well the robots navigate round the streets of Cambourne. They seem very cautious when crossing the road and I have never seen one cause any sort of incident.
82. We wish they could deliver from the Cambourne Chinese takeaway and the Cambourne food trucks. Also giving each one a stickered name could be nice to personalise them. For example RoboJojo is on its way to your house.
83. They are awesome. So convenient and love seeing them driving around Cambourne
84. It would be good in Papworth where there are a lot of housebound people
85. Brilliant service.
86. For someone that struggles to get around without a car, these little Robots are great for picking up essentials, without getting the car out. There seem to have been some understandable teething issues, but I hope to use the service more as availability improves, even more so if the likes of the local chip shop sign up in future, reducing car journeys further.
87. These are such a good idea and to be honest would have been perfect through lockdown. They help those that may not be able to get out and with the success and how they have been embraced by the community, they should definitely stay, as well as being extended to other towns. I can't wait to do my first order!!
88. Please keep them
89. It's really handy, and definitely saves me a drive to the coop when I've got need a bit too much to carry home. Also, my kids love it, as do my visitors!
90. They are brilliant, made it so much easier when needing something but not able to leave the house. The kids love seeing them around.
91. I don't feel they should be stationed on public land (I.e around the upper Cambourne green) when not in use. At least whilst they are solely used by Co-op, they should be responsible for homing them whilst unused.
92. Love the robots!
93. Robot delivery is very helpful especially if one is pressed for time and energy to buy few items from the shop.
94. I think they're great for both the environment and peoples enjoyment of Cambourne
95. Haven't ordered from them as every time I try to they are too busy so people must be using them and maybe we need more.

96. Found them very useful for small shopping list
97. Love the robots. Long may they continue
98. They are great and a fantastic addition to Cambourne
99. Great idea in theory but in reality they're a pain if you live on one of the main roads, more work needs to go into mapping so the routes avoid the busier roads or limit the times so they're not out between 5:30 and 6:30pm when most people get in from work.
100. Most amazing thing ever to come to Cambourne.. they have been a life saver for my family... hope they never leave
101. We absolutely love them!
102. This service has been a godsend, with disabilities and covid, it's so helpful when you are stuck. I feel the service should be able to use all footpaths that humans can in Cambourne as it's been quite debated that they would not effect wildlife as much as humans do who do go off path. The traffic outside school along Brace Dein has reduced in my opinion, making it safer for primary school children and with less pollution, they are a winner for Cambourne.
103. Great to add other shops / takeaways to the service
104. They are great and should be able to use the routes around the country park too.
105. Very supportive of the robots however, not supportive of the increased cost of the products ordered through Starship which is on top of the delivery charge. Products cost roughly 10% more than purchasing in store. We stopped using the robots as soon as we realised this. Starship is not transparent about this, it does not advertise this. We have no issue with the delivery charge. Very supportive of the robots helping those who cannot physically get to the shop due to disability, but these people should not be paying more for the products they purchase than those who are able to get to the shop.
106. They need more! Get Morrisons to have robots!
107. My husband works evenings and we have 3 young children so it's very tricky for me to get out to the shops (even if only for a few things). The robots have helped me out many times on my hour of need!
108. Such a great way to get groceries. We love how polite they are!
109. We have used the robots and have found them very useful!! The kids love them too!
110. The robots provide an efficient service. They are respectful of the area and reduce emissions. They have been loved by children in particular
111. I think this works well here because pavements are quite wide. I would support the introduction of this service elsewhere, but it would not work well in areas with very narrow pavements or no pavements, as is the case in some older villages for example.
112. Visit Cambourne daily and I love this concept. Have seen many of the around and had no issues with driving near them at all!
113. These robots are brilliant. Massive help to those isolating, unable to drive or with reduced mobility. Added bonus of helping slow down cyclists and scooters on shared pedestrian/cycle paths and making children aware of road safety issues. Should fit them with speed cameras to identify repeat speed offenders in Cambourne too!
114. It's a really good system but we just need to make drivers aware that the robot stops if it sees a car so not to stop to let them cross
115. They are a brilliant asset to Cambourne!
116. I think they're great

117. Deliver drop off points are a little out. Had to walk down the street to ours as didn't deliver to our house. Fantastic service. Will continue to use
118. An excellent an innovative new technology. Disagree with their apparent removal of access to the country park, they cause no harm or disturbance. I would be interested to see a formal evaluation of whether they have reduced short car journeys, but also whether there has been any impact on walking trips to the shops - any reduction in physical activity would obviously be counter productive.
119. I think these robots are a great service to our community. I no longer jump in the car to pop to the shops and order a robot instead!
120. I thought the roll out was poor - lack of consideration when rolled out - didn't consider certain areas of Cambourne and routes - councillors got excited but did not appear to follow due process Robots seem fine no issue - but issue with a few men making flippant decisions because they got excited Robots probably lots of positives and no issue with the service itself just the poor process from those in office
121. They need to be able to negotiate some areas of Cambourne where there are no paths for instance culs de sacs. They would struggle if paths were unkempt like Cottenham village. Which is a shame as I could see them being very important for older age group and others with mobility issues. PS my 6 year old thinks they are amazing. Could they visit Jeavonswood school?
122. No
123. I find the constant noise they make as they go past my house quite intrusive. Often going on past 9 at night. No one asked if we were happy with this. It was introduced without consultation. The high pitched whine can be constant at times. I counted over 10 going past the house in one hour. I can't see that they are necessary or helpful for anyone.
124. I think they are a welcome addition to Cambourne. A great resource when isolating thanks to Covid. Not sure re reducing car journeys as apart from during Covid, the orders I have made have been 'nice to have's' rather than essentials. Would be good to use Lower Cambourne COOP or Morrisons as well as the robots take quite a while to arrive from Upper.
125. This is an excellent scheme. Cambourne is perfectly placed, both in terms of infrastructure and demographics, to be at the fore-front of innovations such as this and the council should be encouraging its continuation.
126. Really great initiative has add to the value of living in Cambourne
127. Would be great if more shops got onboard with using this delivery service.

HGV Policy

To: Highways and Transport Committee

Meeting Date: 04 October 2022

From: Executive Director Place and Sustainability

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2022/097

Outcome: The Committee is asked to consider the new Heavy Goods Vehicle (HGV) Policy

Recommendation: The Committee is asked to

a) Approve the new HGV Policy to replace the existing Heavy Commercial Vehicle (HCV) (Access Restrictions) policy within the Highways Operational Standards (HOS) document. This content will be removed from the HOS.

b) Agree that the Director of Highways and Transport, in consultation with the Chair / Vice Chair of the Highways and Transport Committee, may approve minor amendments to the HGV Policy

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1. Background

- 1.1 The movement of HGVs on the county's highway network is a matter of significant concern for many residents of Cambridgeshire. Growth in traffic volumes and vehicle size has contributed to this concern. Whilst many of the larger vehicles are passing through the County using the National Highways motorway and trunk road network, many are undertaking journeys with destination or origin points within the County.
- 1.2 The existing HGV policy was approved in 2011 and requires revision to reflect the growth in HGV traffic volumes and through and within the County.
- 1.3 A cross-party HGV Member Working Group (MWG) working group was established following a report to this committee on 1st December 2020. The objective of the MWG was to develop a revised policy for HGV management that acknowledges that HGVs have a vital role to play today, supporting a range of services, but also that not all parts of the public highway are necessarily suitable for use by HGVs.
- 1.4 The MWG latterly chaired by Cllr Lorna Dupre met regularly from February 2021 through to August 2022 and explored a wide variety of issues regarding HGVs and involved several stakeholders in the discussions including Police, Planning, Road Haulage Association, National Highways and the Cambridgeshire and Peterborough Combined Authority (CPCA).

2. Main Issues

- 2.1 The MWG has developed an updated HGV Policy which is attached at appendix 1 for which H&T Committee approval is sought.
- 2.2 The policy seeks to address how the Council will fulfil its responsibilities for HGV movements throughout Cambridgeshire, and how it will work with partners to reconcile several key aspects of this issue, in particular the contribution of freight to the local economy, the effects of HGV traffic on the environment, and local concerns about residential amenity.
- 2.3 The policy also sets out how communities can take action to address the issue of HGV movements and how they can seek advice, support, and action from the Council if locally brokered solutions are unsuccessful.
- 2.4 Section 4 of the policy refers to the Advisory Freight Map which will go live on the one.network website, however the development work for this change is not due to be completed until November / December 2022. In the interim the map, which is already on the council's website at [Cambridgeshire Advisory Freight Map - August 2022 , shows the current version of the advisory freight map.](#)

3. Alignment with corporate priorities

- 3.1 Environment and Sustainability

The following bullet points set out details of implications identified by officers:

- Freight transport is a major contributor to carbon emissions and climate change and this policy seeks to set out how the council will manage HGV movements on its network.

3.2 Health and Care

There are no significant implications within this category.

3.3 Places and Communities

The following bullet points set out details of implications identified by officers

- The policy sets out how communities can take action to address the impact of HGVs.

3.4 Children and Young People

The following bullet point sets out details of implications identified by officers

- More effective management of HGVs on the network may improve road safety for vulnerable road users including children and young people

3.5 Transport

The following bullet points set out details of implications identified by officers

- The policy seeks to address how the Council will fulfil its responsibilities for HGV movements throughout Cambridgeshire

4. Significant Implications

4.1 Resource Implications

The following bullet points set out details of implications identified by officers

- There is likely to be increased expectation that the County Council will provide a funding stream for new measures to address HGVs such as weight restrictions. These measures can be costly, and it could put increased pressure on the Local Highways Initiative fund if communities apply to use this as a vehicle to get funding for new HGV schemes.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category

4.3 Statutory, Legal and Risk Implications

The following bullet points set out details of significant implications identified by officers:

- The policy sets out the legal framework for restricting HGV movements and how this can be used within Cambridgeshire.

4.4 Equality and Diversity Implications

An Equality Impact Assessment has been undertaken for this policy. The report above sets out details of significant implications in paragraphs 3.3 and 3.4

4.5 Engagement and Communications Implications

There are no significant implications within this category

4.6 Localism and Local Member Involvement

The following bullet points set out details of significant implications identified by officer

- The policy was developed by a cross-party Member Working Group with representatives from divisions across the county in both rural and urban areas.

4.7 Public Health Implications

There are no significant implications within this category

4.8 Environment and Climate Change Implications on Priority Areas (See further guidance in Appendix 2):

4.8.1 Implication 1: Energy efficient, low carbon buildings.

Neutral Status:

4.8.2 Implication 2: Low carbon transport.

Positive Status:

Explanation: The policy seeks to address the management of HGVs in Cambridgeshire.

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management.

Neutral Status:

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Neutral Status

4.8.5 Implication 5: Water use, availability and management:

Neutral Status:

Explanation:

4.8.6 Implication 6: Air Pollution.

Positive Status:

Explanation: The policy seeks to set out how communities can take action to address the impact of HGVs which will include the negative impact of air pollution from such vehicles travelling on unsuitable routes through communities.

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Neutral Status:

Explanation:

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement? Yes

Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes

Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your EqlA Super User? Yes

Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications? Yes

Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes

Name of Officer: Sue Procter

Have any Public Health implications been cleared by Public Health? Yes

Name of Officer: Iain Green

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer?

Yes

Name of Officer: Emily Bolton

5. Source documents guidance

5.1 Source documents

HGV Policy Equality Impact Assessment

Highways Operation Standards

[Highway Operational Standards April 2022 \(cambridgeshire.gov.uk\)](https://www.cambridgeshire.gov.uk/highway-operational-standards-april-2022)

5.2 Location

Appendix 1

Cambridgeshire County Council Heavy Goods Vehicle (HGV) Policy

1. INTRODUCTION

This policy seeks to address how the County Council will fulfil its responsibilities for HGV movements throughout Cambridgeshire, and how it will work with partners to reconcile several key aspects of this issue, in particular the contribution of freight to the local economy, the effects of heavy goods vehicle traffic on the environment, and local concerns about residential amenity. The document also sets out options that communities concerned about the impact of HGVs can consider which may help to manage the impact of HGVs on local roads.

The policy promotes sustainability in distribution of goods through minimising road-based travel and the associated environmental impacts of road haulage. It seeks to maintain economic efficiency while reducing the environmental impact of freight movement and the amenity impact of inappropriately routed HGV's.

The freight system helps meet the UK's most essential needs: it supplies food to supermarkets and fuel to petrol stations, carries medical products to hospitals, and delivers letters and parcels to homes and businesses. The freight system also plays a vital role in supporting economic activity: it transports raw materials and intermediate products to factories, goods to ports and products to retailers, supporting manufacturing, exports and consumers.

However, freight transport is a major contributor to carbon emissions and climate change. In 2019 HGVs nationally contributed 16 per cent of domestic transport greenhouse gas emissions. The Government's Transport Decarbonisation Plan sets out support for reducing the number of HGVs on the roads, and in 2022 the Department for Transport published a plan for the long-term future of freight.

Locally a report from Cambridge University Science and Policy Exchange found that transport is the second highest source of carbon emissions in Cambridgeshire, with HGVs contributing around 21 per cent of these emissions. These must be tackled swiftly and at scale to support the Council's target for Cambridgeshire to reach net zero by 2045. The Cambridgeshire and Peterborough Independent Commission on Climate have set out transport goals and actions around decarbonisation of freight and freight consolidation.

Modal shift of freight from road to more sustainable alternatives, particularly for the “last mile” delivery, is a key approach. With the rise of online shopping for food and other goods, “last mile” deliveries have been increasing, commonly by Light Goods Vehicles (small vans) (LGVs). The County Council is working with partners to investigate different options for “last mile” delivery. There are no legal restrictions that the County Council can use to manage LGVs, apart from those that would be applicable to all vehicles.

Meanwhile, the amenity impact of HGVs in residential areas gives rise to widespread community concern and complaints to the Council. HGVs can have an adverse effect on road surfaces, structures, and underground services. They can cause air and noise pollution in residential areas and can create safety hazards for other road users and pedestrians.

This policy sets out how communities can take their own action to address this issue, and how they can seek advice, support, and action from the Council if locally brokered solutions are unsuccessful.

2. LEGISLATIVE AND ENFORCEMENT FRAMEWORK

The relevant legislation, rules, and policies for the management of HGVs on the County Council network are as follows:

Local Transport and Connectivity Plan (LTCP) – the strategy sets out a framework to deliver a modern, integrated transport systems for the people and businesses of Cambridgeshire and Peterborough. This policy will form a ‘child document’ of the LTCP see Appendix B for Framework.

Traffic Signs Regulations and General Directions 2016 – regulates the signage that can be used on a public highway which includes advisory, directional, information and prohibition signage for HGVs

Road Traffic Regulation Act 1984 – can be used to implement Weight restriction orders which are intended to:

- protect old or weak bridges and structures (structural weight limit)
- prohibit heavy vehicles from areas unsuitable for their size or if they pose a danger (amenity / environmental weight limit)

Traffic Management Act 2004 –

Part 2 of the Act places a network management duty on Local Traffic Authorities for securing the expeditious movement of traffic on the authority’s road network.

Part 6 can be enacted in areas with civil enforcement powers for camera enforcement of moving traffic offences, including weight limits.

The Town and Country Planning Act 1990 - planning obligations under section 106 or planning conditions can be used to secure the implementation of routing agreements for new developments.

Construction and Use Regulations and Road Vehicles (Authorised Weight) Regulations – regulates transportation of abnormal loads on the public highway.

3. ROLES AND RESPONSIBILITIES

The role of the different authorities in relation to HGV management on the highway are as follows:

- **Cambridgeshire & Peterborough Combined Authority (CPCA) – Transport Authority**

Cambridgeshire and Peterborough depend upon national and international connectivity to drive its economic prosperity. The CPCA will therefore ensure that the region's businesses and tourist attractions are connected sustainably to the main transport hubs, ports and airports, by supporting infrastructure and signalling enhancements to improve rail freight capacity, taking freight off the road network and moving it across the region more sustainably. Combined, these interventions will ensure that goods continue to flow freely into and out of the region, allowing trade and local businesses to flourish.

Working to ensure support for the industry, which is a key employer in our region, helping to provide the skills it needs now and in the future. Supporting improvements to the health and wellbeing of drivers and exploring how the haulage industry is improving fuel efficiency, reducing emissions and the impact on the environment. The CPCA holds the responsibility for publishing the Local Connectivity and Transport Plan (LTCP) and this policy will form a 'child document' of the LTCP.

The CPCA will take the lead on identifying lorry parking, rest and overnight facilities at strategic points, freight consolidation points, spatial planning, strategic freight and transport planning. The CPCA is responsible for seeking funding for strategic transport priorities.

- **Cambridgeshire County Council (CCC) role – Highway Authority**

The Council are responsible for implementing regulatory HGV management measures and maintaining the Advisory Freight Route Map, measures intended to manage the county road network so that lorries making through-journeys avoid, wherever and whenever practical and possible, the use of local roads serving small towns and villages by using strategic routes

Continued engagement with the Government, other Highway Authorities and freight operators to encourage the use of commercial satnavs which are programmed with routing agreements and the size of the vehicle.

The Trading Standards Service can enforce weight restriction orders under the Road Traffic Regulation Act 1984. However, there is no statutory duty to take enforcement action and for many years there has not been the resources available to do so.

Weight restrictions can now be enforced by the Highway Authority if they enact Part 6 of Traffic Management Act 2004. Using Automatic Number Plate Recognition (ANPR) cameras enforcement can be implemented for restriction within a civil parking area and where funding can be identified for installation and maintenance of the infrastructure.

County Councillors approve policy and funding of the County Council, and the Highways and Transport Committee considers all matters relating to transport. County Councillors represent their divisions and the people who live there, as the bridge between the community and the County Council. They can act as an advocate for local residents signposting them to the relevant support.

The County Council as Local Highway Authority is a statutory consultee to the planning process and can make comments and recommendations to respective Planning Authority in respect of new development proposals which may impact upon the highway network in relation to highway safety and capacity.

The existence of a weight restriction does not automatically preclude the siting of a proposed development which generates HGV movements. Each planning application must be assessed on its own merits in relation to the location, scale, and the relative impact of the development upon the road network; measures may be secured either in the form of physical works or a routing agreement, which may render a given development proposal acceptable.

- **County and District Council role – Planning Authority**

County and District Councils determine planning applications having due regard to the impact of the associated traffic not only in terms of highway safety and capacity, but also in terms of the impact on the amenity of residents, and the environment.

Improvements to the road network can be secured by the grant of planning permission, or routing agreements secured by the Planning Authority, using planning conditions or an obligation under Section 106 of the Town and Country Planning Act 1990.

- **Police**

The Police can enforce weight restriction orders under the Road Traffic Regulation Act 1984. Conducting specific operations to enforce weight restrictions will be influenced by police resources.

- **Traffic Commissioners**

Traffic Commissioners are responsible for the licensing and regulation of those who operate HGVs, buses and coaches. Applications for HGV Operator license and decision on these are made by the Traffic Commissioner.

[About us - Traffic Commissioners for Great Britain - GOV.UK \(www.gov.uk\)](http://www.gov.uk/about-us-traffic-commissioners-for-great-britain)

- **Driver and Vehicle Standards Agency (DVSA)**

The DVSA provides a range of licensing, testing and enforcement services with the aim of improving the roadworthiness standards of vehicles and ensuring the compliance of operators and drivers with road traffic legislation.

Roles and Responsibilities Summary

Organisation	Responsibility
Cambridgeshire & Peterborough Combined Authority	<ul style="list-style-type: none"> • Publishing the Local Transport and Connectivity Plan • Setting the strategic direction on transport matters • Freight Strategy • Planning for HGV Parking facilities, rest areas and overnight facilities

Cambridgeshire County Council	<ul style="list-style-type: none"> • HGV Management Policy • Advisory Freight Route Map • Traffic Regulation Orders • Mineral and waste planning authority - routing agreements relating to mineral and waste development. • Traffic Management Act part 6 Moving traffic enforcement in specific locations when enacted and enabled. • Comment on planning applications, specifically relating to transport, highways and environmental matters including Construction and Environmental Management Plans.
Local Planning Authorities	<ul style="list-style-type: none"> • Local Planning • Determining planning applications • Drafting and adopting local plans • Construction routing agreements
Police	<ul style="list-style-type: none"> • Enforcement of weight restrictions under Road Traffic Regulation Act 1984
Traffic Commissioners	<ul style="list-style-type: none"> • Licensing and regulation of HGV Operators
Driver and Vehicle Standards Agency	<ul style="list-style-type: none"> • Licensing, testing and enforcement services

4. ADVISORY FREIGHT MAP

The Cambridgeshire Advisory Freight Map is agreed by Cambridgeshire County Council. It sets out the routes across the county which are currently restricted for use by HGVs due to weight limits and height or width restrictions. It also shows the strategic and local routes which are the advised routes for use by HGVs. Freight operators and construction traffic routers are encouraged to use the strategic route network wherever possible and avoid using minor roads through communities and those with restrictions on. New routing agreements for HGVs will need to be set in compliance with new and existing weight restrictions.

Any changes to HGV restrictions and new highways infrastructure will be added to the map by the County Councils' Policy and Regulation Team. Any changes to the advised network will require approval by the Service Director Highways and Transport in consultation with the Chair and Vice Chair of Highways and Transport Committee.

The Advisory Freight Routes will be displayed on the [one.network](#) website and appear as a layer on the public map that can be toggled on or off – this means they can be viewed publicly and will be useful for anyone plotting a diversion route for works or events. Width and Height restrictions are already displayed on one.network as another data layer and again this information is easily accessible to all.

Information available on one.network will be fed into sat-nav systems and apps along with appropriate diversions routes for different classes of vehicles. It is hoped in time that sat-nav providers will include options for users to enter what type of vehicle they are driving when starting a journey to reduce incidents of HGVs following routes suitable only for cars.

5. TRAFFIC MANAGEMENT OPTIONS FOR MANAGING HGVs

Cambridgeshire County Council's approach is to enable communities to broker their own solutions where possible. County Councillors are also important points of contact for their local communities and are available to advise and support.

Local Parish and Town Councils can ask local hauliers to sign a voluntary covenant, local volunteers can establish 'lorry watch' groups in liaison with Cambridgeshire Police, and local communities can apply for funding for advisory signage where appropriate.

Traffic calming measures and speed reduction schemes which can be part funded the Local Highways Improvements Initiatives may also play a role in reducing the impact of HGVs in a community. [Local Highway Improvement funding - Cambridgeshire County Council](#)

Formal routing agreements in connection with planning applications can be considered at the time of planning approval. When determining planning applications for developments, the impacts of associated traffic are material planning considerations. These impacts can be both technical, in terms of highway safety and capacity, but also in terms of the impact on the amenity of other road users, residents, and the environment.

Development which may be considered to have adverse highway impacts that would otherwise warrant planning permission being refused may be made acceptable through the applicant entering into a vehicle routing agreement with the Local Planning Authority secured by planning obligation or planning condition. Such agreements require that vehicles be routed to avoid certain roads, at all times or at certain times of day for example, to avoid conflict with peak hour traffic and/or arrivals and departures at school opening and closing times. Such routing agreements must be freely entered into by the applicant.

Hierarchy of options

Communities experiencing issues with HGV movements should consider the hierarchy of options set out below starting with the voluntary and advisory options as a first step.

Consider first

HGV Voluntary Covenants

Advisory / Directional
Signage

Weight
restrictions

Consider Last

Voluntary Covenants

Voluntary HGV Covenants are recommended as the first consideration for communities concerned by HGV movements. The HGV Covenant is a County Council supported agreement between local communities and commercial vehicle operators to reduce noise, pollution and increase safety.

Local Parish and Town Councils and community groups can tailor the Covenant to meet their specific requirements in discussion with local hauliers. The Covenant, which hauliers are invited to sign, sets out an agreement covering what communities will expect from haulage companies and their drivers and what they will do in return.

How to do it

If there are local hauliers or businesses in the area whose HGV movements are causing concerns, then in the first instance contact them via your local Parish, Town, or City Council. Discuss with them if there are ways in which they can operate which is less disruptive to your community, for example avoiding certain roads, abiding strictly by speed limits. The idea of the voluntary agreement is to set out how they will operate, and this can be published so the local community are aware and know what to do if any of their fleet are not abiding with the agreement. There are some successful agreements in place in the county already and this voluntary approach is a recommended first stage approach to tackling HGV issues. More details of the covenant, a template and information about agreements already in place are at the following link (scroll down the page):

[Heavy or abnormal loads on the highway - Cambridgeshire County Council](#)

Advisory /Information signage

Information signs indicating that a road is unsuitable for HGV's can be used on roads which are not suitable for an HGV to use due to narrowness, for example. These are the white on blue rectangular signs. . Such signs will not be considered for use on roads which form part of the Advisory Freight Network.

How to do it

Communities will need to understand more about the HGV vehicles using the road and if they have legitimate access requirements. This may require an origin and destination survey which can be costly. It is not something that the County Council usually carries out and so community groups or local councils would need to find funding and arrange this through a private company. It may be possible to do this more simply, for example, on a single road where HGVs requiring access are marked up with the company name on and can be easily identified and therefore ruled out of a simple HGV count. The count could be carried out by a local volunteer counting the number of HGVs per hour over some representative time slots.

Once the data is established then funding would be required to implement the signage scheme. Signs on the highway must be installed by approved contractors and the sign designs in compliance with Traffic Signs Regulation and General Directions (TSRGD) 2016 guidelines.

[The Traffic Sign Regulations and General Directions 2016 - DfT Circular \(\[publishing.service.gov.uk\]\(https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/544442/TSRGD_2016.pdf\)\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/544442/TSRGD_2016.pdf)

For further information about funding, see Section 6 below.

Direction signs for drivers of good vehicles

Signage can be used to indicate the route that lorries should take to access a particular site or area such as a business park. This is the white lorry on a black background sign. It is directional signage, and it is not mandatory that HGVs follow this route.

As above signs on the highway must be installed by approved contractors and the sign designed in compliance with TSRGD.

There is currently no specific County Council funding set aside for surveys or installing new advisory or directional signage for HGVs and goods vehicles. For further information about funding, see Section 6 below.

Temporary Signs

Temporary signage can be installed by construction companies to indicate the correct route for their construction traffic to follow. This may be agreed as part of the constructions traffic management plans. They may also be required to install signs to indicate routes that are prohibited for construction traffic relating to their particular development. These signs are generally black on yellow information signs. White on red signs are used on construction sites for works traffic. Agreed construction traffic routing can be enforced by the Local Planning Authority.

Environmental Weight Restrictions

An environmental weight restriction under the Road Traffic Regulation Act 1984 may be considered if traffic management circumstances meet the assessment criteria.

Implementing regulatory HGV management measures requires the making of a legal order, which involves a statutory consultation process that requires the Highway Authority to advertise, in the local press and on-street, a public notice stating the proposal and the reasons for it. The advert invites the public to formally support or object to the proposals in writing within a 21-day notice period. Should any objections be received then a report would go before Members for decision.

The cost of the legal process is approximately £1,000. The cost of the signs will depend on the size and complexity of the limit. Funding will be required for schemes.

Regulatory signage, white circle with red outline, would be used to indicate the prohibition for a weight limit. Advanced warning white on blue signage may also be required.

Where a proposal for an environmental weight restriction has an historical routing agreement on the route by virtue of a planning permission, then options for re-routing will need to be considered and discussed with the authority who agreed the routing and the businesses subject to the agreement. Historical routing agreements may be exempt from new environmental weight restrictions for reasons of access or where no reasonable alternative is available for rerouting. This would need to be considered on a case-by-case basis, as would any subsequent routing agreements and any new proposal for an environmental weight restriction will need to include reasonable alternative routes for HGVs.

HGV Weight Limit Criteria for Environmental Weight Limit

The introduction of an environmental weight limit will be considered where most of the below criteria are present:

- 1) The road that is to be the subject of the restriction is neither part of the Advisory Freight Route Network nor has an existing HGV routing agreement on it.
- 2) A restricted area or zone can be defined which does not transfer the problem to other communities and has sensible and practicable terminal locations.
- 3) An alternative route exists for diverting HGVs that does not pass through environmentally sensitive areas, does not create a major increase in distance for lorry operators, avoids dangerous junctions or other unsuitable locations and will not result in increased road maintenance costs.
- 4) If the weight limit were implemented, and was strictly complied with, it would result in a significant reduction of HGV movements per day in the restricted area. The count should be on HGV through-movements rather than those that will require access and will therefore be exempt from the weight limit.
- 5) HGV movements in the area are significantly impacting on the quality of life for the community.
- 6) Structural damage to buildings, walls and vehicles occurs.

How to do it

The assessment process for an environmental weight limit is at appendix A. This is based on the criteria above and also asks for a number of other details to help assess the proposals.

Applicants wishing to propose an Environmental Weight Limit must apply giving evidence and information against the list of criteria in Appendix A.

Once this is completed contact the Policy and Regulation Team at the County Council by email policy.andregulation@cambridgeshire.gov.uk

The information and evidence against these criteria will be initially assessed by officers to ensure all the correct information and evidence has been submitted. Once the correct information is received a decision to proceed to the statutory process for a weight limit will be taken by the Executive Director of Place and Sustainability in consultation with the Chair and Vice Chair of Highways and Transport. If the proposal proceeds to the statutory process any objections to the Order will be determined by the Highways and Transport committee. If the committee are unable to achieve a consensus, then a public enquiry may be required.

Low Bridges and Structural Weight Limits

All low bridges will be adequately signed from a reasonable distance away, preferably the nearest 'A' or 'B' Road.

A weight restriction of less than 7.5 tonnes can only be imposed on a route for structural reasons. A structural weight restriction will only be used on routes that have weak structures, such as bridges, that cannot bear vehicles over a certain weight (such as 3 tonnes) and can only safely accommodate a lower load. Restrictions of this type will typically cover only short sections, where the structure is located. Unlike environmental weight restrictions, a structural restriction will not normally include an exemption for access as the structure may fail should it be overloaded.

Bridge strikes cause delays to both the road and rail network as well as putting people at risk and being a cost. The advisory freight route will not include routes with low bridges or structural weight limits. More information on railway bridge strikes is available online: <https://www.networkrail.co.uk/running-the-railway/looking-after-the-railway/bridges-tunnels-and-viaducts/the-risk-of-bridge-strikes/>

Education and Enforcement

The County Council will encourage freight operators to use specialist satellite navigation (sat nav) systems for HGVs indicating weight restrictions and low bridges and suitable routes for HGVs.

Where hotspots of contravention of weight limits are identified as a concern the County Council will use the information to inform the industry and the Police about education and enforcement of restrictions.

HGV Watch

HGV Watch is a scheme which can be used in areas with existing restrictions. It is not enforcement – it is about raising awareness of already restricted routes (weight, height, and width restrictions) and routing agreements within communities and about educating drivers.

HGV Watch is a scheme backed by the Police but led by local volunteers. Volunteers undertake high-visibility roadside operations to educate HGV drivers that they are travelling through weight, height or width restricted routes in local towns or parishes. Any vehicles seen using those restricted routes can then be reported to the police. These reports will enable the police to communicate with the haulage companies involved and send advisory letters to confirm that their vehicles have been observed and that this could have led to prosecution.

How to do it

In the first instance contact your local Parish, Town, or City Council to find out if they are aware of the issue and are interested in supporting an HGV Watch Scheme. If they are then contact should be made with the Cambridgeshire Constabulary to discuss it in more detail by emailing hgvwatch@cambs.pnn.police.uk.

6. FUNDING AND SUPPORT

Some of the options for managing HGVs may need funding. The County Council will consider opportunities to support appropriate applications financially where possible. Funding opportunities will be advertised, and Town and Parish councils informed.

The main current source of council funding for changes to the highway is the Local Highways Improvement process.

- **Local Highways Improvement bids**
[Local Highway Improvement funding - Cambridgeshire County Council](#)

Applicants can also fully fund their own applications provided they meet the legal and technical requirements of the Council.

- **Privately funded applications**
[Privately Funding Highway Improvements - Cambridgeshire County Council](#)

7. OTHER LARGE AND HEAVY VEHICLES

Agricultural vehicles

Where an agricultural vehicle has a normal licence and the driver is licensed the vehicle may travel anywhere on a public road.

48 tonne vehicles

The standard maximum laden weight for articulated lorries on public roads in Great Britain is 44 tonnes. The Department for Transport are considering trials for limited routes for 48 tonne vehicles on repetitive container routes to reduce the number of lorry movements as part of intermodal routes with road and rail operation.

Abnormal Loads

An abnormal load is one that cannot legally be carried on a vehicle within the maximum weights and/or dimensions in the Construction and Use Regulations and Road Vehicles (Authorised Weight) Regulations.

Hauliers should obtain permission prior to moving any oversized vehicle or load. A police escort may be necessary, or a bridge or structure may need to have its load capacity checked. Movement of high and wide loads should be notified to the police abnormal loads officer (call 101).

For movement of heavy loads please contact the Cambridgeshire highways abnormal loads officer at cambridgeshire.abloads@milestoneinfra.co.uk.

Car Transporters

Signage for 'No Car Transporters' is advisory only for specific issues e.g. tackling a route by historic buildings. There is no special use-class for car transporters; they are treated the same as HGVs, and therefore there can be no legal restriction specifically for a car transporter.

References

The Cambridge University Science and Policy Exchange report

[2019 CUSPE Policy Challenge - Net Zero Cambridgeshire | Cambridgeshire Insight Open Data](#)

The Cambridgeshire and Peterborough Independent Commission on Climate Report

[FINAL CLIMATE REPORT LOW \(002\).pdf \(hubspotusercontent40.net\)](#)

Department of Transport Future of Freight Plan

[Future of freight: a long-term plan \(publishing.service.gov.uk\)](#)

[Department for Transport Decarbonisation Plan](#)

[Decarbonising Transport: Setting the Challenge \(publishing.service.gov.uk\)](#)

Appendix A

Assessment Criteria for Application for an Environmental Weight Limit

Criteria	Details	Assessment
1. Road Category	<p>What category of road is the weight restriction proposed on?</p> <p>If more than one road, please give details of all road categories in the zone.</p> <p>Is the proposed zone part of the Advisory Freight Network – see section 4</p> <p>Are there any existing routing agreements on the road? Give details and proposal for resolving the conflict.</p>	<p>Proposals for restrictions on the Advisory Freight Network will not be suitable.</p> <p>Is there a feasible solution to resolve any existing routing agreements conflicts? If not, the proposal will not be suitable.</p>
2. Proposed Restriction Zone	<p>Set out the zone for the proposed restriction.</p> <p>Notes –</p> <ul style="list-style-type: none"> • It must be possible to define the restricted zone with sensible and practicable terminal locations. • The zone needs to allow the driver to choose an alternative route which does not require reversing or manoeuvring in a tight space, with due regard to highway safety. • The zone boundary should be set so that it still allows for HGV movement to key locations around the outside of the zone • Loading / unloading into the zone will still be allowed therefore zones with HGV destinations / hauliers within them will still experience regular HGV movements • Working with adjoining parishes on the proposal is encouraged to avoid displacement 	<p>A proposal which does not have sensible and practical terminal locations or does not allow for alternative routes and movement around the zone will not be suitable.</p>
3. Alternative Routes	<p>Alternative route/s must exist for diverting HGVs that do not pass through environmentally sensitive areas, does not create a significant</p>	<p>Applicants must have considered the key considerations listed</p>

	<p>increase in distance for lorry operators, avoids dangerous junctions or other unsuitable locations, and will not result in undue increased road maintenance costs.</p> <p>Key considerations:</p> <ul style="list-style-type: none"> • Can the HGVs divert to a higher or same category of road to avoid the weight restriction? • How long would the diversion around the weight limit be? Is that reasonable? The impact upon hauliers for cost and extra fuel and carbon emissions from the extra miles should be considered. • What will the impact be on other settlements in the area if they are unable to go through one village, will they just go through another one nearby? 	<p>and give details in their application.</p> <p>Applications are encouraged from groups of neighbouring parishes with evidence that solutions have been sought that do not simply transfer one community's problems to another.</p> <p>Applications that do not have sensible alternative routes for HGVs will not be suitable.</p>
<p>4. Evidence of the HGV movements</p>	<p>What evidence is there of the number of current HGV movements in the proposed area and if they are just passing through or going to local destinations?</p> <ul style="list-style-type: none"> • Automatic traffic count survey data with breakdown by vehicle type. • Origin and destination surveys to determine if the HGVs are making local journeys / deliveries or are from outside the area. The requirement is that a minimum reduction of 30 HGV movements per day or at least 50% of the observed movements can be achieved. • What is the percentage of HGV movements compared to light vehicles / vans / cars? 	<p>Evidence of the issue is a requirement of the application.</p> <p>Volume of HGVs and evidence that these are not just HGVs accessing a site in the proposed zone is required.</p> <p>Applications with insufficient evidence will not be suitable.</p> <p>Some additional checking of the evidence may be necessary before applications are progressed.</p>

5. Environment and quality of life impact	<p>Describe the environment and which factors make it particularly relevant for an HGV restriction. Describe how it is impacting on quality of life. For example, give details of:</p> <ul style="list-style-type: none"> • Proximity of schools and sheltered housing. • Distance of property frontages from the road. • Numbers of vulnerable road users. • Width of carriageway. • Designated Active Travel route. • Structural damage to buildings, walls and vehicles occurs. 	<p>Assessment will be based upon the factors in the proposed area and impact on quality of life.</p>
6. Accident Data	<p>Please provide details of any accidents or incidents relating to HGVs in the area. This can be accident data and anecdotal evidence in the proposed zone?</p> <ul style="list-style-type: none"> • How many injury accidents are related to HGVs? • What anecdotal evidence is available? 	<p>Accident data will be sought from Road Safety Team and will be assessed. Priority will be given if there is evidence of injury accidents relating to HGVs in the proposed zone.</p> <p>Anecdotal evidence will be considered and may be used as part of the assessment.</p>
7. Local Consultation	<ul style="list-style-type: none"> • What consultation has been carried out locally? Have local businesses and hauliers been contacted? Provide details. • Details about consultation with other villages that may be affected by HGVs re-routing. 	<p>It is a requirement that local consultation has taken place.</p> <p>Applications with no evidence of local consultation will not be suitable.</p>
	What alternative options to a weight limit has the applicant	It is a requirement that other alternatives have

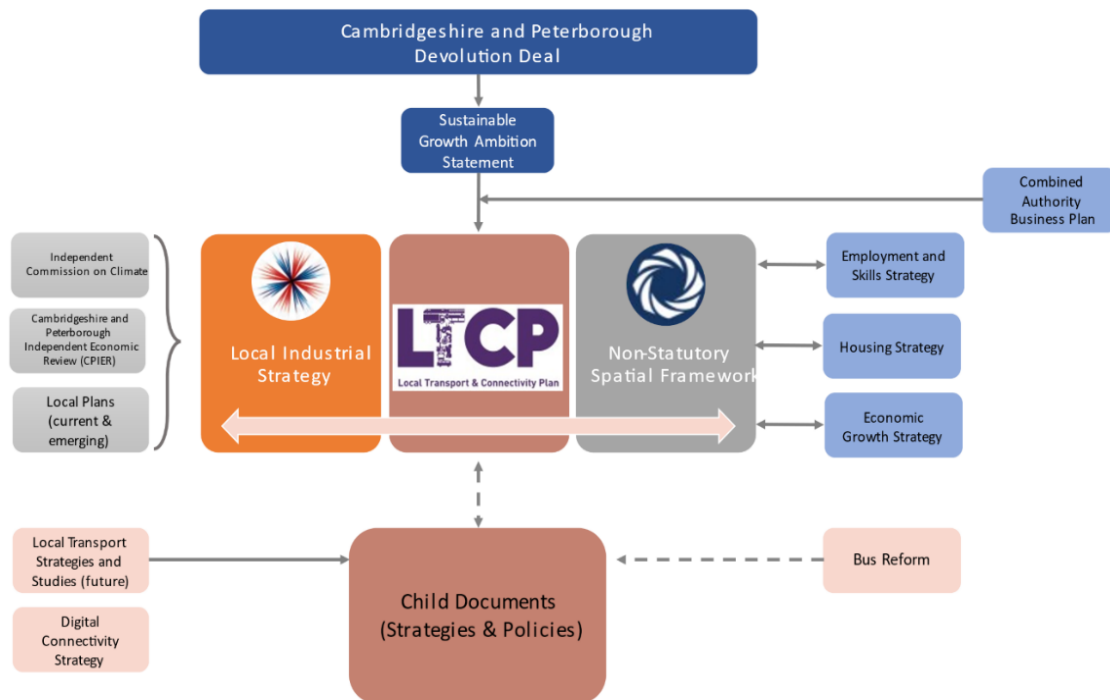
<p>8. Alternative Options</p>	<p>considered and tried? See Hierarchy of Options in policy document.</p> <p>For example</p> <ul style="list-style-type: none"> • HGV covenant/ voluntary agreement with local hauliers • HGV Watch • Traffic calming • Speed reduction schemes 	<p>been considered and tried.</p> <p>Applications where no other options have been considered or tried will not be suitable.</p>
<p>9. Enforcement</p>	<p>Have comments been sought from the Police? What feedback have they given?</p> <p>Notes:</p> <ul style="list-style-type: none"> • Enforcement of weight limits is currently the responsibility of the police. In future in areas where there are civil enforcement powers in place then ANPR camera enforcement may be an option. However, this would be a very expensive option as it requires installation of approved camera devices and extensive civils works for the changes. • All Environmental weight restrictions must allow access for loading / unloading. This is more restrictive than an exception for 'access'. • The fine for contravening a weight limit is set at £60 (Non-endorsable) which could be the price of the fuel for one or two trips on a long diversion route around the restriction and may not be considered a sufficient deterrent by some HGV drivers. 	<p>Applications where comments have not been sought from the police will not be suitable.</p> <p>The feedback from the police will be considered as part of the application.</p> <p>A proposal with police support will be given a higher priority in the assessment.</p>

<p>10. Funding</p>	<p>What funding has been secured to cover the cost of the order and implementation of new signs? This will require a survey to get an estimate.</p> <p>Notes</p> <ul style="list-style-type: none"> • This should include funding for the Traffic Regulation Order process and for the implementation of signage, including sufficient advanced signage to warn HGVs of the restriction and signing an alternative route where relevant. • Signage costs can be quite significant and if signage is required on a National Highway's roads, then costs will escalate. • Some examples of possible costs are given in Appendix C 	<p>A funding source is a requirement of the application, and it must be a realistic amount to cover the cost of the total scheme.</p>
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Appendix B

Local Transport and Connectivity Plan Framework

This diagram shows the structure of the Local Transport and Connectivity Plan Framework. This HGV Policy will sit as one of the 'Child Documents' under the Local Transport and Connectivity Plan within the Framework as detailed below



Appendix C

Example of some of the possible costs for an Environmental Weight Limit Scheme (July 2022 subject to change and increase)

Design = £1500 - £8,000

Surveys = £2,000 - £15,000

Traffic Regulation Order = £1,000

Works = £5,000 - £20,000

Please note that costs above will vary depending on location, road classification, number of accesses and number of signs required. In some locations there may be a requirement to illuminate the signs which roughly equates to an additional £1500 per signpost.

There is a risk that in the event of objections, a proposal for an environmental weight limit would need to go to public enquiry. The cost of this could be substantial (in the region of £50k - £70k or more).

Contact: Policy and Regulation team policy.andregulation@cambridgeshire.gov.uk for more information.

Local Cycling and Walking Infrastructure Plan

To: Highways and Transport

Meeting Date: 4/10/22

From: Steve Cox, Executive Director, Places & Sustainability.

Electoral division(s): All

Key decision: No

Forward Plan ref: N/A

Outcome: The Committee is asked to consider the updated plan following public consultation.

Recommendation: The Committee is asked to:

- a) adopt the Cambridgeshire Local Cycling and Walking Infrastructure Plan
- b) delegate future review and updating of the plan to the Director of Highways and Transport in consultation with the Chair and Vice Chair of the committee.

Officer contact:

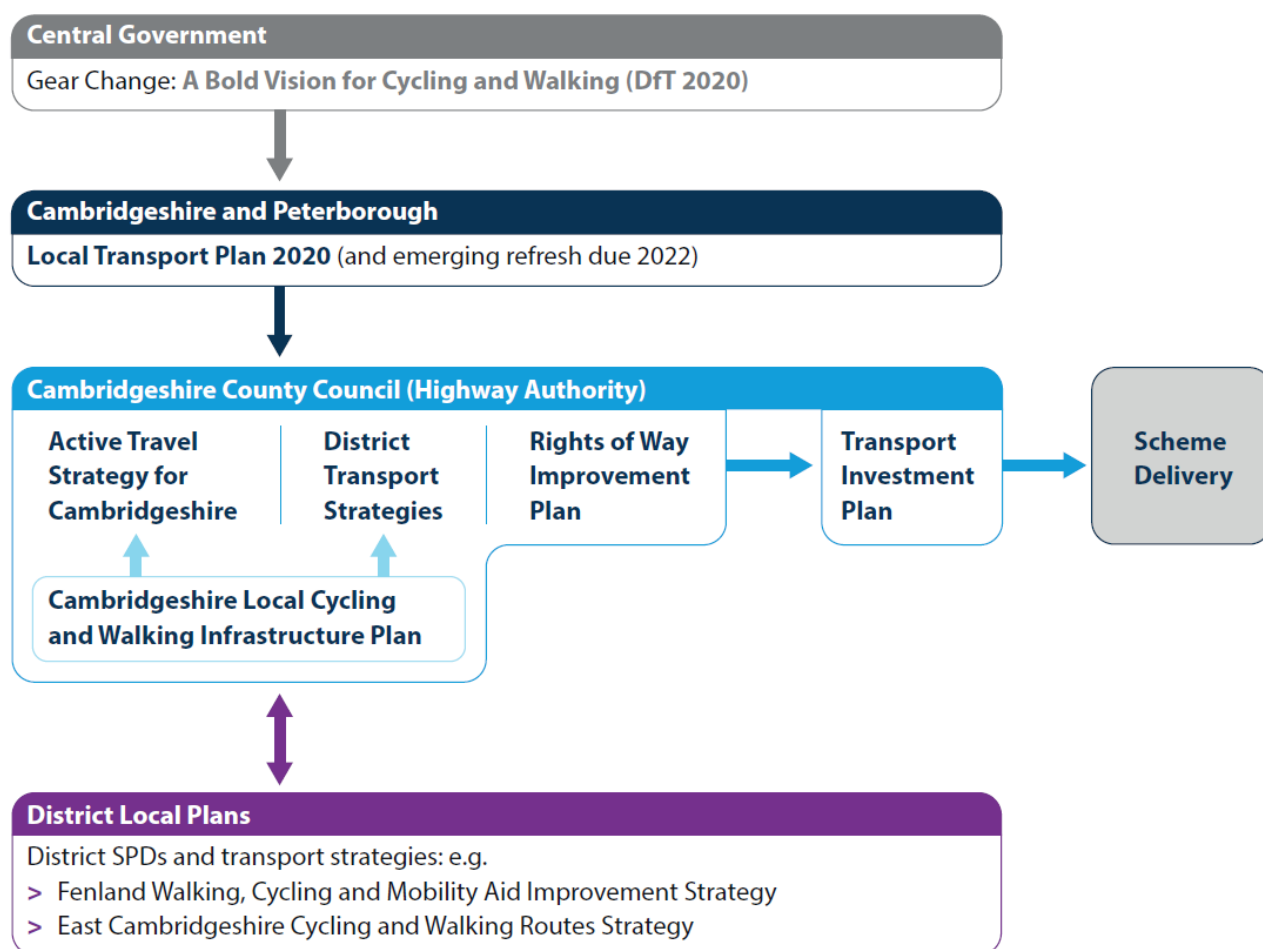
Name: Clare Rankin
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Member contacts:

Names: Cllr Alex Beckett / Cllr Neil Shailer
Post: Chair/Vice-Chair
Email: Alex.Beckett@cambridgeshire.gov.uk
Neil.Shailer@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

- 1.1 In the first Cycling and Walking Investment Strategy (CWIS 2017) the government set out their ambition to increase walking and cycling in the UK. The guidance recommended that local authorities should develop a Local Cycling and Walking Plan (LCWIP) for their area and advised that local authorities who have adopted plans will be well placed to make the case for future investment.
- 1.2 Government guidance set out the methodology to be used to select routes with the highest potential to increase the number of people cycling and walking for short trips and how these were then to be prioritised for inclusion within an LCWIP.
- 1.3 The Cambridgeshire plan covers the whole county and identifies priority cycle routes for each district. Following government guidance, census data of origin and destination was used and journeys were mapped to identify where most utility trips were made that could be undertaken by cycle rather than by car. Levels of population dictate to a large extent the fact that the key routes are in or linking between larger urban areas. For walking it focuses on Cambridge City, Ely, and the larger Market Towns to identify the main routes to key destinations.
- 1.4 The LCWIP is not intended to fill all of the gaps in cycling and walking infrastructure throughout the County but aims to highlight key corridors that represent value for money in terms of increasing usage and reducing short car trips.
- 1.5 In January 2021 the Highways and Transport Committee agreed to undertake public consultation on the draft Cambridgeshire LCWIP. Online public consultation on the LCWIP was undertaken between 1st June – 27th July 2021. The consultation was promoted through social media and stakeholders were sent a link to the consultation. Hard copies of consultation materials were available on request.
- 1.6 The consultation asked for views on the Cambridgeshire LCWIP as a method of prioritising funding for strategic walking and cycling routes and, more specifically, views on the proposed cycle routes for each district and walking routes for Cambridge, Ely, and the larger Market Towns. It also provided the opportunity for people to mark alternative/additional routes and safety/usability issues on existing routes on an interactive map. There were 809 online and written responses to the consultation with 24 additional emails and 1820 comments on the map which compares favourably with other consultations undertaken. The report on the consultation can be found in **Appendix 1**.
- 1.7 The LCWIP forms one part of the County Council's aim to encourage active travel and sits within a suite of transport and planning policy and strategy documents under the overarching Cambridgeshire and Peterborough's Local Transport Plan. Renamed the Local Transport and Connectivity Plan (LTCP), the new LTCP is currently under consultation and is planned to be published early in 2023.
- 1.8 Also under consultation is a new Cambridgeshire Active Travel Strategy and this will form a parent document with the LCWIP sitting beneath it.. The diagram below, which is included in the draft Active Travel Strategy, sets out the relationship between the County Council transport strategy documents that sit under the Combined Authority's LTCP.



- 1.9 Updates to the district transport strategies are at different stages. The Fenland and Huntingdonshire District Transport Strategies are currently being consulted on and are also planned for adoption in 2023. It is proposed to align the future updates of the Transport Investment Plan (TIP) with regular reviews of the action plans that form part of the strategies.

2. Main Issues

- 2.1 The majority of respondents supported the plan (78%). Fenland, Huntingdonshire and East Cambridgeshire district routes all had a similar pattern of responses with the majority neither disagreeing or agreeing with the proposed routes. This can be seen to reflect the much larger number of responses from Cambridge and South Cambridgeshire residents who did not have strong views on routes outside the greater Cambridge area.
- 2.2 57% of respondents agreed with the proposed Cambridge cycle routes with a third neither agreeing or disagreeing. For walking the support was just under half with more respondents neither agreeing or disagreeing with the proposed walking routes.
- 2.3 For South Cambridgeshire there were stronger opinions both for and against and this district had the highest number of people who strongly disagreed with the routes. This can

be seen to reflect the large number of comments from the public and stakeholders about the need for more rural connections.

- 2.3 A large number of detailed comments on both the survey and map were received, a summary of the main themes and response is detailed below:

Comment	CCC response	Further action
Use of outdated 2011 census data	Government guidance requires that we undertake a 'propensity to cycle' exercise using census data. The most recent, complete census data available is from the 2011 census. Complete district specific data from the 2021 Census is not yet available and is expected to be affected by the specific travel patterns prompted by the pandemic. Whilst it will be important to review this data when it is available it is not appropriate to rely on it to develop the LCWIP at this time	Use full 2021 census Data when it is published to undertake a 'propensity to cycle' refresh and amend the LCWIP as necessary
Lack of focus on active travel connectivity in rural areas	The 'propensity to cycle' information demonstrates a higher likelihood of uptake in urban areas., The data demonstrates where there are higher numbers of people making short journeys which can be easily walked or cycled and thus routes which, if improved, are likely to lead to a greater increase in journeys made by active and sustainable means and greater reduction in short car journeys. Consideration of prioritised routes by district did counter this to a certain extent. We very much recognise the importance to residents in smaller villages of being able to walk or cycle to the nearest larger village, market town or Cambridge city in order to access education, public transport and employment as well as leisure and retail destinations. This is a very strong message from both district councils and from villages. A very large response to the consultation from villages such as the Wilbrahams reflects the feeling of isolation in an area poorly served by public transport and the strong desire for a safe cycle route to the nearest village college or city/town. Some additional	Consultation comments and additional route proposals were fed into the development of the draft Active Travel Strategy and considered as part of the Action Plan. Many of these focus more on rural connectivity.

	rural routes were included following initial stakeholder consultation with district councils prior to the wider consultation but no further routes have been added to the current LCWIP.	
Maintenance of active travel routes	Maintenance of existing and new routes is not addressed by the LCWIP.	The importance of maintaining existing and new active travel routes is highlighted in the draft Active Travel Strategy which includes policies and actions related to maintenance. A County Council Committee motion was also recently passed (July 22) which focused on reviewing the Highways Operational Standards and highway hierarchy in order to give greater priority to the maintenance and design of active travel routes.
Lack of focus on matters for those with mobility issues such as width/conditions of paths and shared use paths and lack of provision for equestrians	The description of schemes is very high level and as further feasibility and design work is undertaken users such as horse-riders and those with mobility issues will be carefully considered and will be consulted as key stakeholders at an early stage. New shared use paths segregated from traffic are suitable for more rural locations but will only be considered in more urban environments where other options are not feasible and then only if they have a high level of support. The Cambridgeshire Rights of Way Improvement Plan is the document which focuses on provision for equestrians.	A Non-Motorised User Design Guide is currently being developed which will address issues such as suitable surfacing for use by equestrians and for those with mobility impairments. Consultation is planned to be undertaken in the autumn with a view to the document being adopted in December. The draft Active Travel Strategy also focuses on accessible and inclusive provision.
Inclusion of walking routes for smaller market towns such as Ramsey and Littleport.	These have not been added for this version of the LCWIP but will be considered for future reviews.	The draft Active Travel Strategy and draft Huntingdonshire and Fenland District Strategies will further

		consider improvements to walking routes within market towns and this work will be considered in further reviews of the LCWIP prioritised walking routes.
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2.4 The plan has been amended to include reference to the emerging Cambridgeshire and Peterborough Combined Authority Local Transport and Connectivity Plan and Cambridgeshire County Council's Active Travel Strategy and reference to the old LTN 1/12 guidance has been removed. The maps and descriptions of the prioritised routes within the appendices have been updated to reflect responses to the consultation, changes in the status of routes and work that has been undertaken since the consultation.

2.5 The updated LCWIP document and appendices can be found in **Appendix 2**.

3. Alignment with corporate priorities

3.1 Environment and Sustainability

The following bullet points set out details of implications identified by officers:

- The LCWIP sets out infrastructure improvements that should lead to an increase in active travel and therefore decrease in motor vehicle use which has positive implications for the environment and more sustainable transport.
- Details of the environmental impact of each scheme will be assessed on a scheme by scheme basis with regards to effects on biodiversity, drainage etc.

3.2 Health and Care

The following bullet points set out details of implications identified by officers:

- Implementation of the schemes within the LCWIP should lead to an increase in active travel and therefore regular physical activity.

3.3 Places and Communities

The following bullet points set out details of implications identified by officers:

- The implementation of cycling and walking infrastructure will provide additional connectivity between communities, particularly in more rural areas and features such as additional crossings, wider paths and removal of barriers will have a positive effect on those areas where schemes are undertaken.
- Some of the proposals may include modal filters (point closures on some roads for motor vehicles) which lengthen some journeys between communities. The effect of

these will need to be assessed on a scheme by scheme basis and consulted on locally.

3.4 Children and Young People

The following bullet points set out details of implications identified by officers:

- Safe routes to school are prioritised in the plan and the implementation of safe routes connecting communities to schools will provide more opportunity for more active and independent travel for school children, particularly for those who may not currently be able to access after school activities as they are dependent on the school bus.
- Children and young people often do not have access to a car or cannot afford public transport and so more safe cycling and walking provide increased opportunities for independent travel.

3.5 Transport

The report above sets out the implications for this priority

4. Significant Implications

4.1 Resource Implications

There are no significant implications within this category.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category.

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category

4.4 Equality and Diversity Implications

The following bullet points set out details of significant implications identified by officers:

- Having an LCWIP increases the likelihood of getting active travel funding from central government and this would be positive in providing a higher standard of infrastructure such as more crossings, dropped kerbs, tactile paving, wider paths and better surfacing to benefit those with visual impairments, pushing pushchairs, using wheelchairs or mobility scooters and those with mobility issues in general.
- Increased investment in cycleways will benefit those with adapted bikes with wider and barrier-free cycleways and those who are or feel more vulnerable cycling with busy traffic by reducing traffic volumes in key areas and providing more cycleways segregated from traffic.
- The LCWIP proposes improvements to footways and cycleways which link key destinations such as schools and employment and so would benefit younger people and those who do not have access to a car.

- Some of the measures proposed could have negative impacts if implemented. For example, modal filters may negatively impact those who rely on cars for reasons of disability, and conversion of footpaths or footways to shared use could lead to conflict between users.
- Changing the surfacing of some routes could lead to more users, faster speeds or less suitable for equestrian use and so could be to the detriment of more vulnerable users, including disabled horse riders, although a smoother, all-weather surface will be also be a significant benefit to some of these users, particularly those with mobility impairments. The new Cambridgeshire NMU Design Guide, currently being developed, will help inform the suitability of surfacing for different locations.
- Most of the prioritised cycle routes and all of the walking routes are in urban areas and so there are fewer routes in areas of rural isolation.

4.5 Engagement and Communications Implications

The report above sets out details of significant implications in paragraphs 1.2 - 2.3

4.6 Localism and Local Member Involvement

The following bullet points set out details of significant implications identified by officers:

- The proposals are mainly indicative and so local involvement will be essential for the next steps, for example considering the preferred options for a route.

4.7 Public Health Implications

The following bullet points set out details of significant implications identified by officers:

- The plan will be key in obtaining funding for active travel infrastructure which will help the County's residents to be more active, and therefore healthy, by incorporating walking and cycling into their everyday lives as well as providing improved access to key services.
- The proposals aim to increase active travel whilst decreasing car use, especially for shorter journeys which should lead to a reduction in air pollution.

4.8 Environment and Climate Change Implications on Priority Areas (See further guidance in Appendix 2):

4.8.1 Implication 1: Energy efficient, low carbon buildings. Neutral

4.8.2 Implication 2: Low carbon transport. Positive:

Implementation of the improvements proposed should lead to more walking and cycling as well as more journeys undertaken by public transport, and fewer car journeys.

4.8.3 Implication 3: Green spaces, peatland, afforestation, habitats and land management. Neutral

Improved walking and cycling infrastructure will lead to better access to green spaces but will replace some green areas with sealed surface paths.

4.8.4 Implication 4: Waste Management and Tackling Plastic Pollution. Neutral

4.8.5 Implication 5: Water use, availability and management:

Neutral

4.8.6 Implication 6: Air Pollution.

Positive:

Implementation of the routes in the plan should lead to fewer car journeys and so reduce air pollution.

4.8.7 Implication 7: Resilience of our services and infrastructure, and supporting vulnerable people to cope with climate change.

Neutral

The contacts for the sign off process are as follows:

- Resource Implications Resource Implications – Finance (Stephen Howarth (S&R) / Sarah Heywood (H&T,E&GI)) / Martin Wade (C&YP, CSM&I) / Justine Hartley (A&H))
- Procurement/Contractual/Council Contract Procedure Rules Implications – Procurement (Clare Ellis)
- Statutory, Legal and Risk – Legal (Fiona McMillan fiona.mcmillan@peterborough.gov.uk)
- Equality and Diversity – Equality Impact Assessment (EqIA) Super User from within service. The EqIA Super User who signs this off must not have provided support for the staff on developing the EqIA for this report.
- Engagement and Communications – Communications (Comms Service Lead)
- Localism and Local Member Involvement – Service Responsibility (Service to nominate a contact)
- Public Health – Public Health (Kate Parker. Reports should ideally be shared at drafting stage. If not a minimum of one week will be needed to provide clearance.)
- Environment and Climate Change (only required for key decisions) – Climate Change Officer (Emily Bolton Emily.Bolton@cambridgeshire.gov.uk)

Have the resource implications been cleared by Finance? Yes
Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement? Yes
Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes
Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your EqIA Super User? Yes
Name of Officer: Elsa Evans

Have any engagement and communication implications been cleared by Communications? Yes
Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes
Name of Officer: Michael Williams

Have any Public Health implications been cleared by Public Health?
Yes
Name of Officer: Iain Green

5. Source documents

5.1 Source documents

Draft Local Cycling and Walking Plan & consultation information

EqIA

5.2 Location

[Cambridgeshire Local Cycling and Walking Infrastructure Plan consultation | Consult Cambridgeshire \(engagementhq.com\)](#)

Produced by the Cambridgeshire Research Group



Local Cycling and Walking Infrastructure Plan Consultation: Summary Report of Consultation Findings

V1

December 2021

'Cambridgeshire Research Group' is the brand name for Cambridgeshire County Council's Research function based within the Business Intelligence Service. As well as supporting the County Council we take on a range of work commissioned by other public sector bodies both within Cambridgeshire and beyond.

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Contents

Executive Summary.....	6
Methodology Summary	7
Key findings	7
Support for the Local Cycling and Walking Infrastructure Plan.....	7
Support for district specific cycling routes	7
Support for district specific walking routes	9
Other	10
Introduction	12
Background	12
Consultation and Analysis Methodology	13
Background	13
Consultation Strategy	13
Identification of the Audience	13
Design of Consultation Materials.....	13
Design of Consultation Questions.....	13
Diversity and Protected Characteristics.....	14
Analysis	15
Quality Assurance	16
Data Integrity	16
Survey Findings	17
Respondent Profile	17
Disability that influences travel decisions	18
Age range	19
Mode of travel	20
Employment status	20
Location.....	21
Question 1: Please view our Local Cycling and Walking Infrastructure Plan. How far do you support the plan as a method of prioritising funding for strategic walking and cycling routes	23
Question 2: How far do you agree the chosen cycle routes are the right ones to encourage more people to cycle more often?	24
Cambridge.....	24
East Cambridgeshire	25
Fenland.....	26

Huntingdonshire	27
South Cambridgeshire.....	28
Question 3: Please give details of important cycle links you think we may have missed and/or alternative routes which you believe would be preferable to the one/s chosen. ...	30
Summary of main themes.....	30
Question 4: How far do you agree the chosen walking routes are the right ones to encourage more people to walk more often?	34
Cambridge	34
East Cambridgeshire	36
Fenland.....	37
Huntingdonshire	37
South Cambridgeshire.....	39
Question 5: Please give details of important walking links you think we may have missed and/or alternative routes which you believe would be preferable to the one/s chosen. ...	40
Summary of main themes.....	40
Question 6: We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010. Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.....	42
Summary of main themes.....	42
Question 7: We welcome your views. If you have any other comments on the Plan, please add them in the space below.....	43
Summary of main themes.....	43
Question 13: How often do you use walking routes for leisure?	48
Question 14: How often do you use walking routes for commuting/as your main mode of transport?	49
Question 15: How often do you use cycling routes for leisure?	50
Question 16: How often do you use cycling routes for commuting/as your main mode of transport?	51
Stakeholders responses	52
Background	52
Summary of main themes.....	52
Email responses	53
Comments on 'Places' map tool on Consult Cambs	54
Cambridge city	54
East Cambridgeshire	60
Fenland.....	63

Huntingdonshire	64
South Cambridgeshire.....	67

Executive Summary

Between 1st June and 27th July 2021 Cambridgeshire County Council (CCC) held a consultation on the Cambridgeshire Local Cycling and Walking Infrastructure Plan. The key findings of this piece of work are:

- [Analysis of the geographical spread \(see figure 6\)](#) and the breadth of responses for different groups shows that Cambridgeshire County Council has delivered an effective and robust consultation.
- Respondents were generally supportive of the district-specific walking and cycling routes chosen
- A great deal of detailed comments were received. From these it was clear that there were:
 - Concerns about the Plan lacking focus on active travel connectivity in rural areas, discussions about the need for ongoing maintenance of active travel routes, concerns the proposals lacked provision for equestrians, and concerns about the Plan lacking focus on matters for those with mobility issues particularly around width/condition of paths and the use of shared-use paths
- Responses were also received on behalf of a number of different groups and organisations. All of the responses from these groups have been made available to board members in full and will be published alongside the results of the public consultation survey.

Methodology Summary

The consultation adopted a multi-channel approach to promote and seek feedback, primarily online using ConsultCambs and CCC social media channels. Hard copies of consultation materials were available on request.

Quantitative data was recorded through a formal consultation questionnaire (online) with 809 complete responses in total recorded. A significant amount of qualitative feedback was also gathered via the questionnaire and through emails.

This report summarises the core 809 online and written responses to the consultation survey, the 24 additional responses received via email, and the 1820 comments received via the Places map tool on Consult Cambs.

Key findings

Support for the Local Cycling and Walking Infrastructure Plan

Quantitative

- 723 respondents answered the question on how far they supported the Local Cycling and Walking Infrastructure Plan as a method of prioritising funding for strategic walking and cycling routes.
 - The majority of respondents indicated they supported the plan (78%)

Support for district specific cycling routes

Quantitative

- 638 respondents answered the question on how far they agreed the chosen cycle routes for the district of Cambridge are the right ones to encourage more people to cycle more often.
 - The majority of respondents 'strongly agreed' or 'somewhat agreed' with the Cambridge cycle routes (57%)
- 568 respondents answered the question on how far they agreed the chosen cycle routes for the district of East Cambridgeshire are the right ones to encourage more people to cycle more often.
 - Half of respondents 'neither agreed or disagreed' with the East Cambridgeshire cycle routes (50%)
 - Just under two fifths 'strongly agreed' or 'somewhat agreed' with them (39%)

- 536 respondents answered the question on how far they agreed the chosen cycle routes for the district of Fenland are the right ones to encourage more people to cycle more often.
 - The majority of respondents 'neither agreed or disagreed' with the Fenland cycle routes (56%)
 - A third of respondents 'strongly agreed' or 'somewhat agreed' with them (33%)
- 547 respondents answered the question on how far they agreed the chosen cycle routes for the district of Huntingdonshire are the right ones to encourage more people to cycle more often.
 - The majority of respondents 'neither agreed or disagreed' with the Huntingdonshire cycle routes (56%)
 - A third of respondents 'strongly agreed' or 'somewhat agreed' with them (33%)
- 608 respondents answered the question on how far they agreed the chosen cycle routes for the district of South Cambridgeshire are the right ones to encourage more people to cycle more often.
 - Over two fifths of respondents 'strongly agreed' or 'somewhat agreed' with them with the South Cambridgeshire cycle routes (44%)
 - Over a quarter of respondents 'somewhat disagreed' or 'strongly disagreed' with them (28%)

Qualitative

- 600 respondents left comments on question 3, which asked respondents if there were any missed an/or alternative cycling routes which would be preferable to the ones chosen. The main themes were:
 - Concerns about the lack of any cycle routes to/from Little Wilbraham, Great Wilbraham, and Six Mile Bottom
 - Discussions about areas, predominantly rural, that needed connections to Cambridge city
 - Concerns about the lack of any cycle routes to/from Willingham
 - Concerns about the lack of provision for equestrians
 - Discussions about the need for better rural connectivity between villages and key sites
 - Discussions about the need for more ongoing maintenance of existing and new cycle routes, footpaths, and roads
 - Concerns about the lack of any cycle routes to/from Cottenham
 - Concerns about the lack of any cycle routes to/from Ely
 - Concerns about the lack of any cycle routes to/from and in Huntingdon
 - Concerns about the lack of any cycle routes to/from St Ives
 - Discussions about the need for cycle improvements to the Milton Road end of Arbury Road

Support for district specific walking routes

Quantitative

- 626 respondents answered the question on how far they agreed the chosen walking routes for the district of Cambridge are the right ones to encourage more people to walk more often.
 - Just under half respondents 'strongly agreed' or 'somewhat agreed' with the Cambridge walking routes (49%)
- 555 respondents answered the question on how far they agreed the chosen walking routes for the district of East Cambridgeshire are the right ones to encourage more people to walk more often.
 - Over half respondents 'Neither agreed or disagreed' with the East Cambridgeshire walking routes (54%)
 - Just under two fifths of respondents 'strongly agreed' or 'somewhat agreed' with them (38%)
- 534 respondents answered the question on how far they agreed the chosen walking routes for the district of Fenland are the right ones to encourage more people to walk more often.
 - The majority of respondents 'Neither agreed or disagreed' with the Fenland walking routes (59%)
 - Just over third of respondents 'strongly agreed' or 'somewhat agreed' with them (34%)
- 540 respondents answered the question on how far they agreed the chosen walking routes for the district of Huntingdonshire are the right ones to encourage more people to walk more often.
 - The majority of respondents 'Neither agreed or disagreed' with the Huntingdonshire walking routes (57%)
 - Under two fifths of respondents 'strongly agreed' or 'somewhat agreed' with them (36%)
- 585 respondents answered the question on how far they agreed the chosen walking routes for the district of South Cambridgeshire are the right ones to encourage more people to walk more often.
 - Just over two fifths of respondents 'strongly agreed' or 'somewhat agreed' with the Fenland walking routes (41%)

Qualitative

- 343 respondents left comments on question 5, which asked respondents if there were any missed an/or alternative walking routes which would be preferable to the ones chosen. The main themes were:

- Concerns about the lack of any walking routes to/from Little Wilbraham, Great Wilbraham, and Six Mile Bottom
- Discussions about the need for better rural connectivity between villages and key sites
- Discussions about the need for more ongoing maintenance of existing and new footpaths, particularly ensuring paths were wide and level enough for those with mobility issues
- Concerns about the lack of provision for equestrians
- Concerns about the lack of any walking routes to/from Willingham
- Discussions about areas, predominantly rural, that needed connections to Cambridge city
- Discussions about the need for pedestrian and cycle improvements to the Milton Road end of Arbury Road
- Concerns about the lack of any walking routes to/from Hilton and the surrounding area
- Concerns about the use of shared-use paths and discussions about the need to keep different modes of active travel segregated from each other
- Concerns about the lack of any walking routes to/from St Ives

Other

- 222 respondents left comments on question 6, which asked respondents if they felt the proposals would either positively or negatively affect or impact on person/s or group/s with protected characteristics under the Equality Act 2010. The main themes were:
 - Debate about whether the proposals had enough focus on the needs of disabled residents, whether routes were designed suitably (width/level of paths) for those with disabilities, and how the proposals would improve travel options for those with disabilities
 - Debate about whether the proposals had enough focus on the needs of older/younger residents, whether routes were designed suitably (width/level of paths) for older/younger residents, and how the proposals would improve travel options for older/younger residents
 - Concerns about the lack of equestrian access in the proposals, which was felt to predominately discriminate against women and disabled riders
 - Concerns the proposals would not be of benefit to residents in rural locations due to a lack of improvements in these areas
- Question 7 asked respondents if they had any further comments on the Plan. 379 respondents left comments and/or uploaded a document with feedback. The main themes were:
 - Concerns about the lack of provision for equestrians and the need to avoid all tarmac path surfaces
 - Concerns about the lack of any active travel routes to/from Little Wilbraham, Great Wilbraham, and Six Mile Bottom

- Discussions about the need for more ongoing maintenance of existing and new cycle routes, footpaths, and roads
- Discussions about the need for better rural connectivity between villages and key sites
- Debate about the need to reduce the volume of motorised vehicles on the roads
- Concerns about: a lack of accessible information on the Plan, the methodology for choosing routes in the Plan, and a lack of circulation to residents in areas affected by the Plan
- Concerns about the lack of public transport in rural areas and discussions about the need for improvements to public transport
- Concerns about the use of shared-use paths and discussions about the need to keep different modes of active travel segregated from each other
- Discussions about the proposals for Storey's Way and whether removing parking and adding cycle lanes was beneficial or not
- Discussions about the need for pedestrian and cycle improvements to the Milton Road end of Arbury Road
- Generally positive comments supporting the Plan
- Discussions about the need for cyclist priority at junctions and roundabouts
- Debate about the proposals for Oxford Road, particularly around concerns over the Warwick Road/Oxford Road passageway not being wide enough for extra cycle traffic and whether the modal filter/path widening was beneficial or not
- Discussions about whether the proposals had enough focus on the needs of disabled residents and whether routes were designed suitably (width/level of paths and ongoing maintenance) for those with disabilities
- Discussions about the need for joined-up, continuous routes
- Concerns about the Plan using LTN 1/12 guidance for cycle infrastructure
- Concerns about the lack of any active travel routes to/from Willingham

Quantitative

- 755 respondents answered the question on how often they use walking routes for leisure.
 - Under half of respondents indicated they use walking routes 'daily' for leisure (44%) and under a fifth of respondents indicated 'weekly' (37%)
- 747 respondents answered the question on how often they use walking routes for commuting.
 - Under half of respondents indicated they 'never' use walking routes for commuting (46%)
- 757 respondents answered the question on how often they use cycling routes for leisure.
 - Two-fifths of respondents indicated they use cycling routes for leisure 'weekly' (40%)

- 757 respondents answered the question on how often they use cycling routes for commuting.
 - Over a third of respondents indicated they 'never' use cycling routes for commuting (36%) and a third indicated they use them 'daily' (33%)

Introduction

Background

Between 1st June and 27 July 2021 Cambridgeshire County Council (CCC) held a public consultation on the Cambridgeshire Local Cycling and Walking Infrastructure Plan (LCWIP)

The LCWIP forms part of the Government's aim to make walking and cycling the natural choice for all short journey or as part of a longer journey. The Department for Transport recommended that all local authorities should develop LCWIPs.

The Cambridgeshire LCWIP covers the whole County and focuses on each district to highlight priority routes for cycling using census data to identify where funding could have the greatest effect in terms of where people live and work. For walking it focuses on Cambridge City and the Market Towns to identify the main routes to school, local shops, employment and train/bus stations.

The consultation asked for views on the Cambridgeshire LCWIP and more particularly on views of the proposed cycle routes for each district and walking routes for Cambridge and the Market Towns. It asked people to tell us about alternative or new routes that should be considered as well as impact on those with protected characteristics such as a disability.

Consultation and Analysis Methodology

Background

The consultation strategy for this stage of the Local Cycling and Walking Infrastructure Plan proposals was designed by Cambridgeshire County Council's communications team with input from the County Council's Research Team. During the design process reference was made to the County Council's Consultation Guidelines, in particular taking into account the following points:

- The consultation is taking place at a time when proposals are at a formative stage (with a clear link between this consultation round and the previous consultation);
- Sufficient information and reasoning is provided to permit an intelligent response from the public to the proposals;
- Adequate time given for consideration and response given the significance of the decision being taken;
- Plans in place for a full analysis of the results and for these to be presented at a senior level to enable the consultation to be conscientiously taken into account in finalising any proposals.

Consultation Strategy

Identification of the Audience

The consultation was open for anyone to contribute to. This included, but was not limited to, members of the public, elected representatives, businesses and campaign groups.

Design of Consultation Materials

The consultation material included the main LCWIP document plus a number of appendices detailing the proposed routes which included cycling and walking maps for each district. The questions were both general, about the plan as a whole, and specific, related to the proposals for each district. Respondents could add their comments to a map, indicating where additional improvements were needed.

Design of Consultation Questions

The consultation questions themselves were designed to be neutral and clear to understand, and were structured to enable people to comment on all the key areas of decision making. This was done in order to help people to understand and comment on Cambridgeshire County Council's strategy and the local implications of this.

The first half of the consultation survey focused on questions relating to the proposed routes for each district within the Local Cycling and Walking Infrastructure Plan proposals and asked whether there were any other routes that should be considered. Questions then moved on to capture the detail of why respondents were choosing particular options. The second half of the survey focused on multiple choice questions relating to respondents' personal details, allowing measurement of the impact of the Local Cycling and Walking Infrastructure Plan proposals on different groups.

The main tool for gathering comments was an online survey on ConsultCambs. It was recognised that online engagement, whilst in theory available to all residents, could potentially exclude those without easy access to the internet. Therefore paper copies of the information document and survey were available on request. Other forms of response e.g. detailed written submissions were also received and have been incorporated into the analysis of the feedback.

The survey included the opportunity for 'free text' responses and the analysis approach taken has enabled an understanding of sentiment, as well as the detailed points, expressed.

Diversity and Protected Characteristics

A complete set of questions designed to monitor equality status (gender, ethnicity, sexuality) were not included within the direct questions on the survey. This was because previous feedback from the public has suggested that these questions were overly intrusive given the context of providing comments on the strategic aspects of a new transport route. Previous consultation has highlighted the importance of taking into account accessibility at the detailed scheme design stage.

It was decided therefore to only collect information on matters pertinent to travel, that is to say age, employment status and disability (although not the nature of disability). A free text option provided opportunity for respondents to feedback on any issues they felt may impact on protected groups.

Analysis

The strategy for analysis of the consultation was as follows:

- An initial quality assurance review of the data was conducted and a review with the engagement team carried out to identify any issues or changes that occurred during the consultation process.
- A set of frequencies was then produced and checks made against the total number of respondents for each question and the consultation overall. A sense check of the data was made at this point with issues such as checking for duplicate entries, data entry errors and other quality assurance activities taking place.
 - **Duplicate Entries.** Measures were in place to avoid analysing duplicate entries. The online survey software collects the timestamp of entries so patterns of deliberate duplicate entries can be spotted and countered.
 - **Partial Entries.** The system records all partial entries as well as those that went through to completion (respondent hit submit). These are reviewed separately and in a limited number of cases - where a substantial response has been made (as opposed to someone just clicking through) - these are added to the final set of responses for analysis.
 - Within the analysis a search for any unusual patterns within the responses was carried out, such as duplicate or 'cut and paste' views being expressed on proposals.
- Closed questions (tick box answers) are then analysed using quantitative methods, and these are presented in the final report through charts, tables and descriptions of key numerical information.
- Data was also cross-tabulated where appropriate, for example, to explore how respondents in particular areas or with different statuses answered questions. Characteristics data was used to provide a general over-view of the 'reach' of the consultation in terms of input from people of different socio-economic status and background.
- Free text questions were analysed using qualitative methods, namely through thematic analysis. Key themes are identified using specialist software and then responses tagged with these themes (multiple tags can be given to the same response). At this stage, totals of tagged themes are created and sample quotes chosen for the final report that typify particular tagged themes. Comment themes are listed in order of the number of comments received, from most to least. In the reporting of themes 'most' represents where more than 50% of respondents' comments were applicable, 'some' represents where 25%-49% of responses applied, and 'few' represents where less than 25% of comments applied.

- Finally, the final report is produced to provide an objective view of the results of the consultation.

Quality Assurance

Data Integrity

- A visual check of the raw data shows no unusual patterns. There were no large blocks of identical answers submitted at a similar time.
- Date / time stamp of submissions showed no unusual patterns.
- Text analysis showed no submissions of duplicate text.

Survey Findings

Respondent Profile

In total, 772 respondents and 37 stakeholders responded to the consultation survey. These stakeholders were:

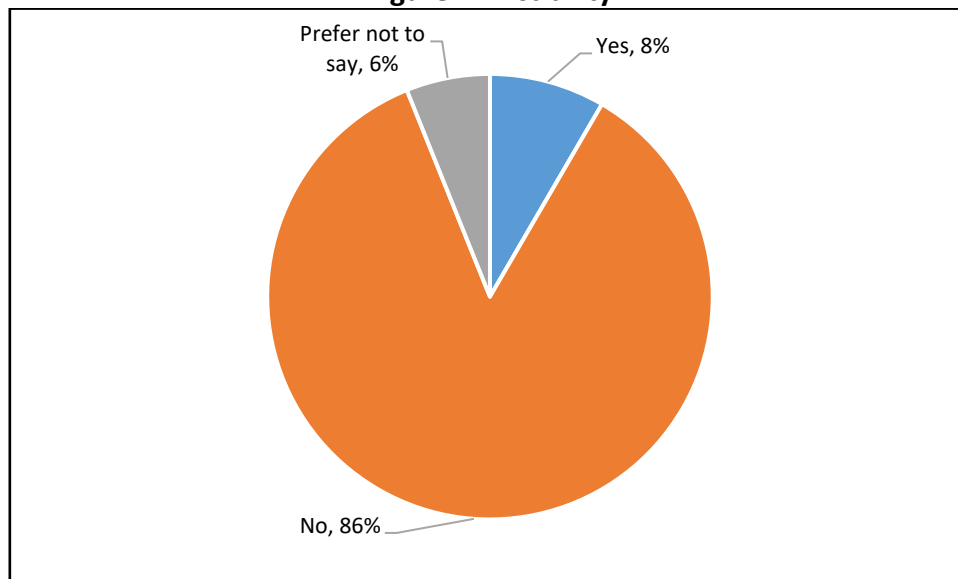
- Bassingbourn Parish Council Active Travel Working Group
- British Horse Society
- Buckden Parish Council
- Burwell Cycle Club
- Cambridge Cycling Campaign
- Cllr Anna Bradnam
- Cllr Claire Jackman
- Cllr David Ambrose Smith
- Cllr Dr. Haq Nawaz
- Cllr Dr. Tumi Hawkins
- Cllr Edna Murphy
- Cllr Peter Hewitt
- Cllr Ros Hathorn
- Cllr Sam Dhaliwal
- Ely Cycling Campaign
- Fenland Bridleways Association
- Fenland Transport and Access Group
- Fowlmere Parish Council
- Foxton Parish Council
- Hilton Parish Council
- Houghton & Wyton Parish Council
- Hunts Shopmobility
- Ickleton Parish Council
- Impington Village College
- Little Abington Parish Council
- Little Gransden Parish Council
- March Bridleways Association
- Milton Cycling, working with Camcycle
- Oakington & Westwick Parish Council
- Oxford Road Residents Association
- Swavesey & District Bridleways Association
- Thriplow Speed Watch
- Transport team at the University of Cambridge
- Whittlesey Town Council
- Willingham Parish Council
- Willingham Wheels / Willingham Community Planning Group
- Windsor Road Residents' Association

Disability that influences travel decisions

739 respondents answered the question on whether they had a disability that influences travel decisions.

- **8% of respondents indicated they had a disability that influences travel decisions**
 - **6% of respondents indicated that they would 'prefer not to say'**

Figure 1: Disability

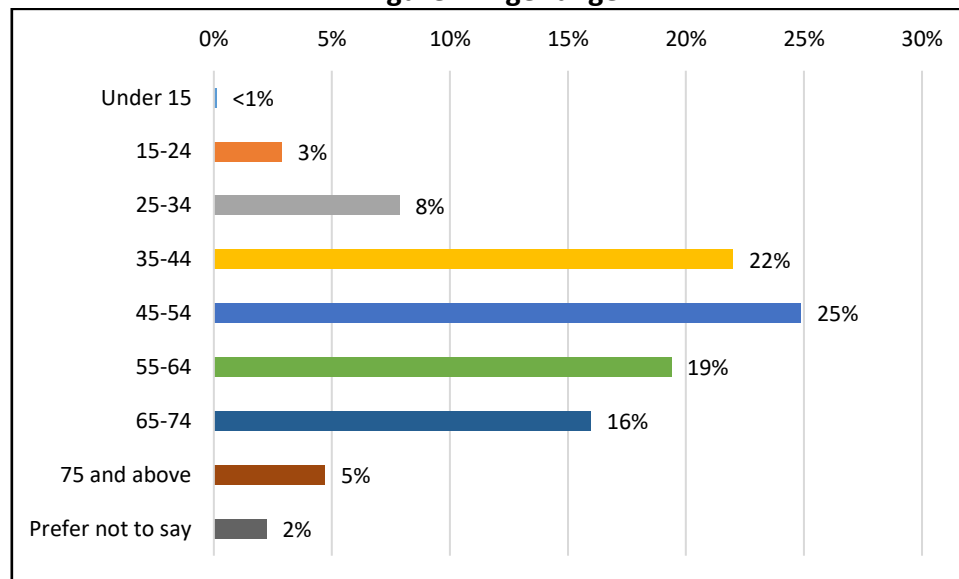


Age range

764 respondents answered the question on their age range.

Average working ages from '35-44' to '55-64' years were well represented when compared to the general Cambridgeshire population, as were those aged '65-74'. Ages from '15-24' (3%), '25-34' (8%), and '75 years and over' (5%) were slightly under-represented compared to the general Cambridgeshire population.

Figure 2: Age range



Mode of travel

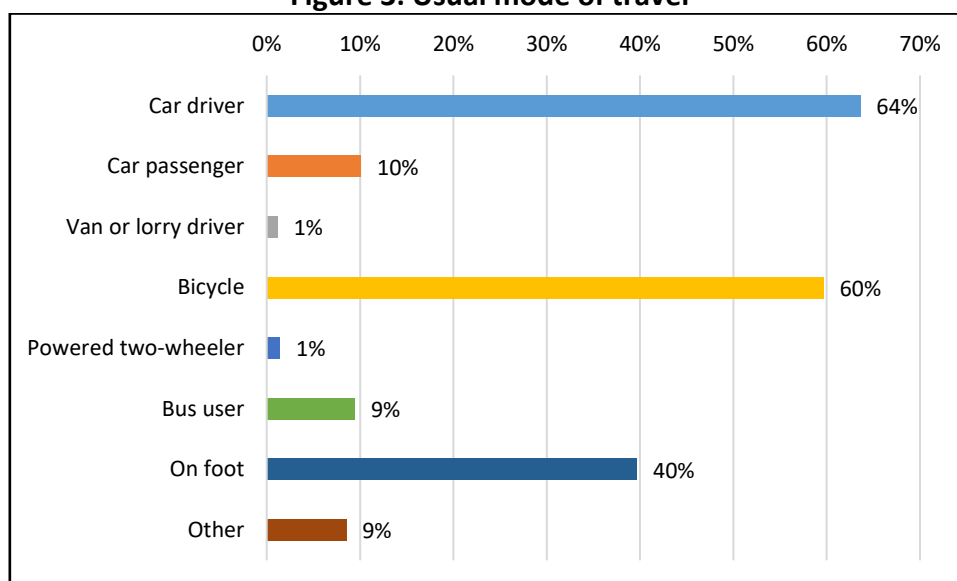
761 respondents answered the question on how they usually travel. Respondents could select multiple answers to this question.

- **The majority of respondents indicated they usually travel as a 'car driver' (64%) or by 'bicycle' (60%)**

Of the 65 respondents who indicated their usual mode of travel was 'other', 63 left comments detailing what this was, 2 left no indication. 37 respondents indicated they usually travel by horse. Other modes included:

- Adapted cycle
- Electric vehicle
- Multiple modes of transport equally (generally car, bike, foot)
- They do not usually travel, as lack of suitable infrastructure
- Train
- Wheelchair or mobility aid

Figure 3: Usual mode of travel



Employment status

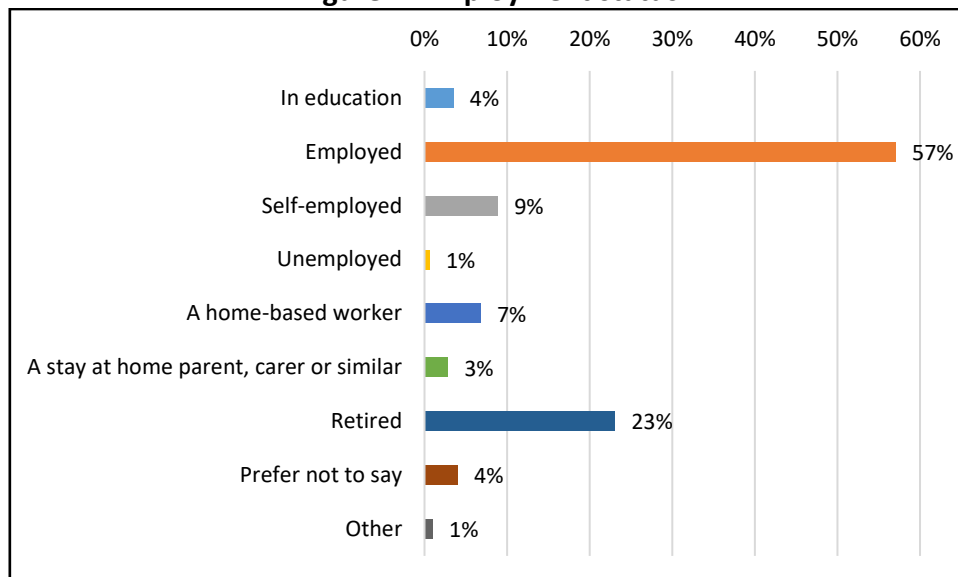
762 respondents answered the question on their employment status. Respondents could select multiple answers to this question.

- **The majority of respondents indicated they were 'employed' (57%).**
 - Just under a quarter of respondents indicated they were 'retired' (23%)

6 respondents who indicated their employment status was 'other' left comments detailing what this was, while a further 2 left no indication. Employment status listed in other included:

- That they volunteer
- That they are a business owner
- That they are 'semi-retired'

Figure 4: Employment status



Location

738 respondents answered the question on their location.

- **Over half of respondents were located in South Cambridgeshire (52%)**
 - A quarter of respondents were located in Cambridge (25%)

Figure 5: Respondent location by district

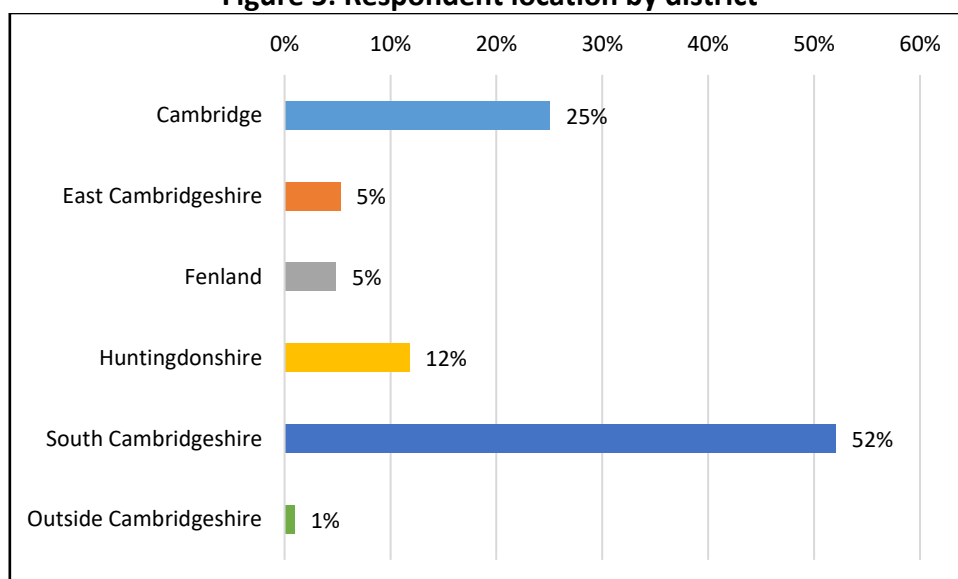
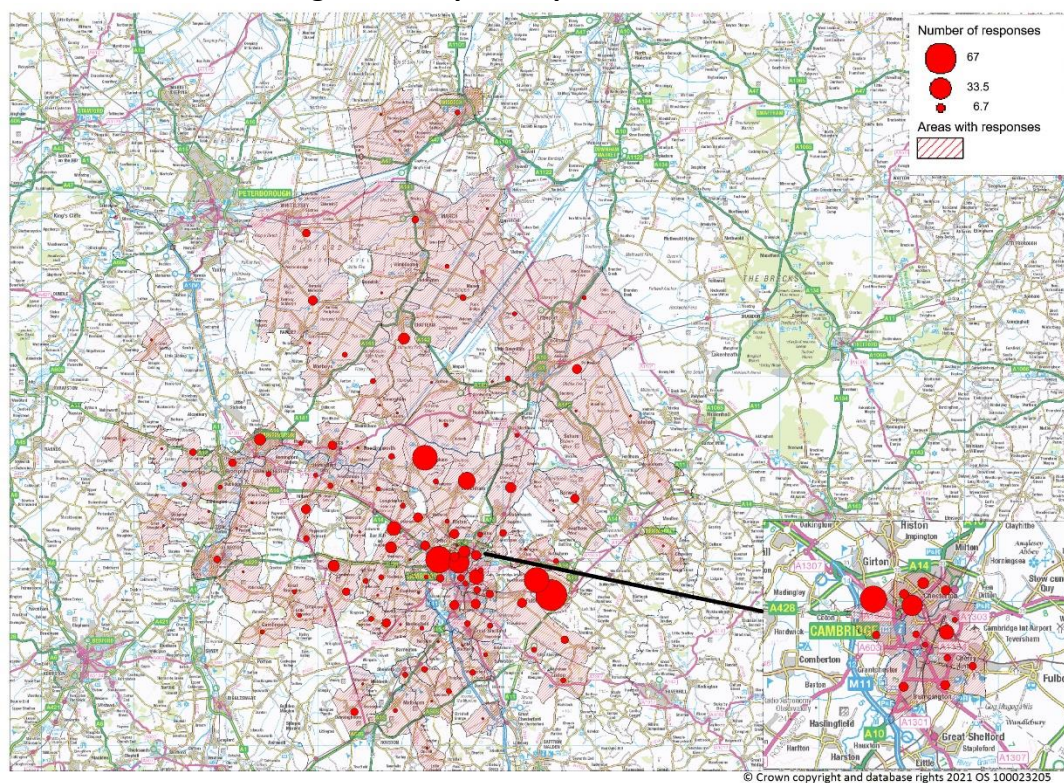


Figure 6: Map of respondent locations

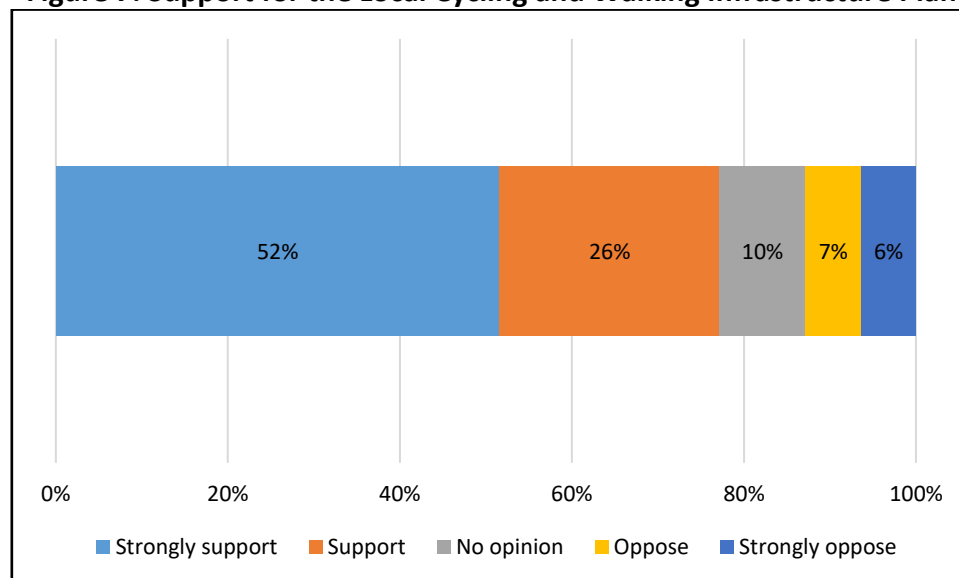


Question 1: Please view our Local Cycling and Walking Infrastructure Plan. How far do you support the plan as a method of prioritising funding for strategic walking and cycling routes

723 respondents answered the question on how far they supported the Local Cycling and Walking Infrastructure Plan as a method of prioritising funding for strategic walking and cycling routes.

- The majority of respondents indicated they supported the plan (78%)

Figure 7: Support for the Local Cycling and Walking Infrastructure Plan



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

36 stakeholders responded to this question.

- The majority of stakeholders supported the plan (14 'strongly supported' and 12 'supported')
- Under a quarter of stakeholders opposed the proposal (5 'opposed' and 3 'strongly opposed')
- 2 stakeholders had 'no opinion'

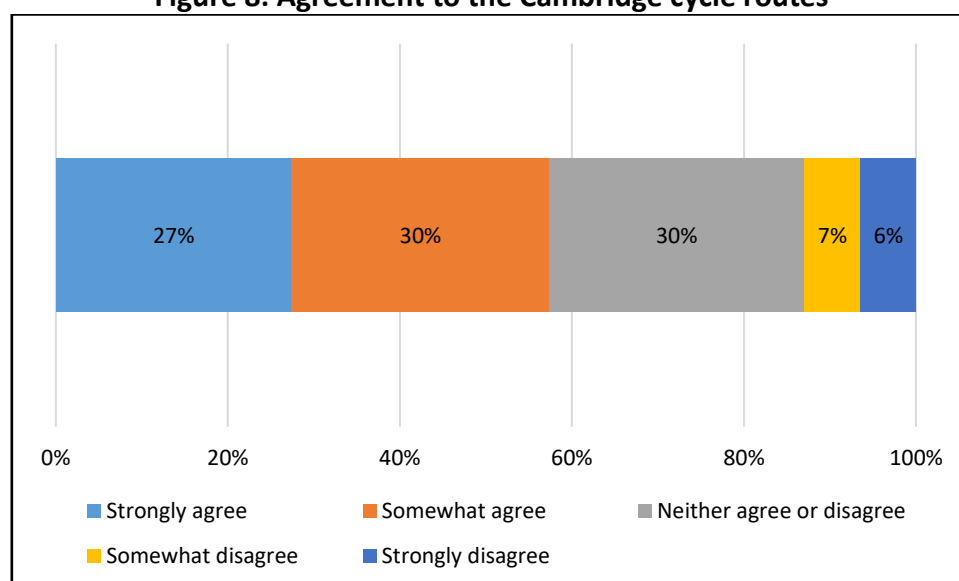
Question 2: How far do you agree the chosen cycle routes are the right ones to encourage more people to cycle more often?

Cambridge

638 respondents answered the question on how far they agreed the chosen cycle routes for the district of Cambridge are the right ones to encourage more people to cycle more often.

- The majority of respondents 'strongly agreed' or 'somewhat agreed' with the Cambridge cycle routes (57%)

Figure 8: Agreement to the Cambridge cycle routes



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

25 stakeholders answered this question.

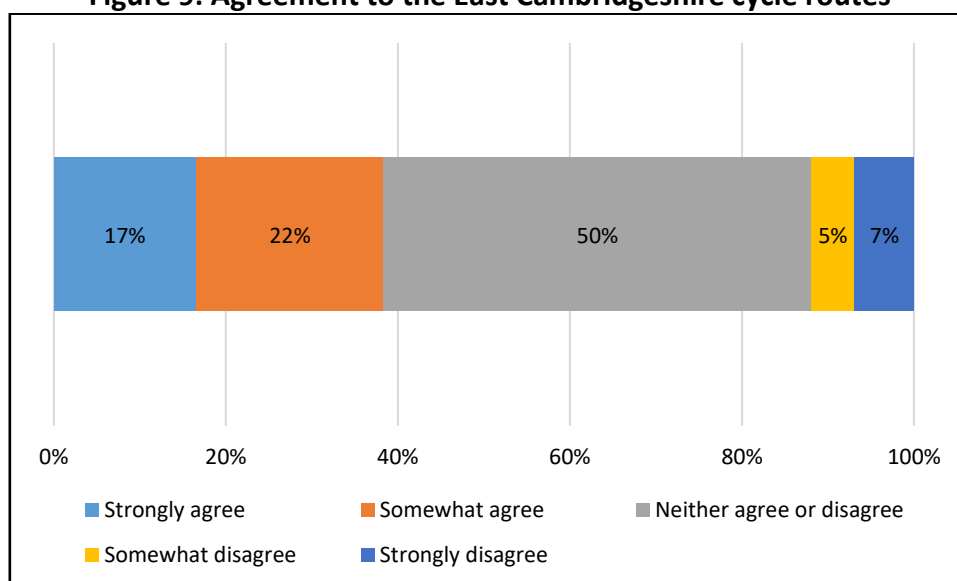
- Just under half of stakeholders 'strongly agreed' (7 stakeholders) or 'somewhat agreed' (5 stakeholders) to the Cambridge cycle routes
- 2 stakeholders 'somewhat disagreed' with them
- Under half of stakeholders 'neither agreed or disagreed' with them (11 stakeholders)

East Cambridgeshire

568 respondents answered the question on how far they agreed the chosen cycle routes for the district of East Cambridgeshire are the right ones to encourage more people to cycle more often.

- **Half of respondents 'neither agreed or disagreed' with the East Cambridgeshire cycle routes (50%)**
 - Just under two fifths 'strongly agreed' or 'somewhat agreed' with them (39%)

Figure 9: Agreement to the East Cambridgeshire cycle routes



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

22 stakeholders answered this question.

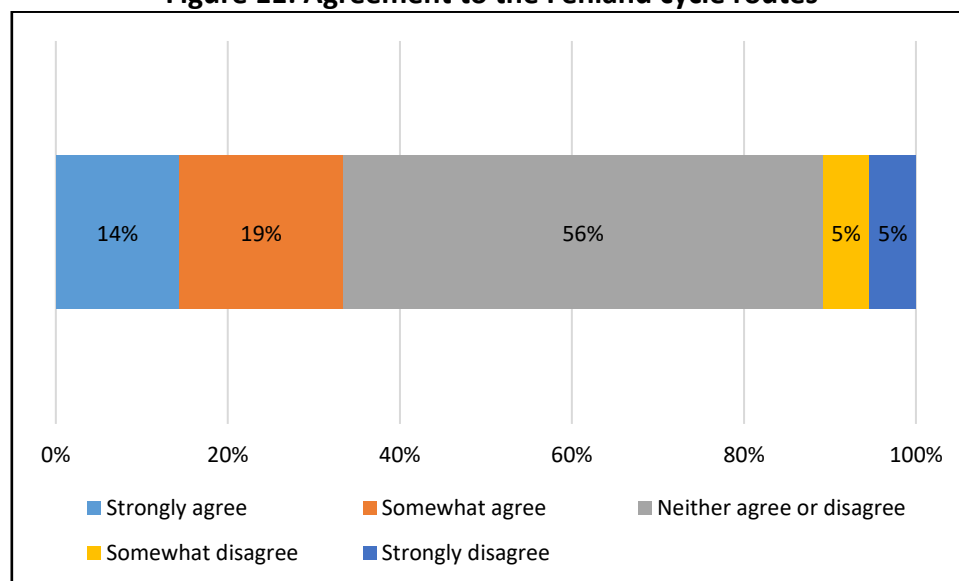
- The majority of stakeholders 'neither agreed or disagreed' with the East Cambridgeshire cycle routes (14 stakeholders)
- Just under a third of stakeholders 'strongly agreed' (4 stakeholders) or 'somewhat agreed' (3 stakeholders) to them
- 1 stakeholder 'somewhat disagreed' with them

Fenland

536 respondents answered the question on how far they agreed the chosen cycle routes for the district of Fenland are the right ones to encourage more people to cycle more often.

- **The majority of respondents ‘neither agreed or disagreed’ with the Fenland cycle routes (56%)**
 - A third of respondents ‘strongly agreed’ or ‘somewhat agreed’ with them (33%)

Figure 11: Agreement to the Fenland cycle routes



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

22 stakeholders answered this question.

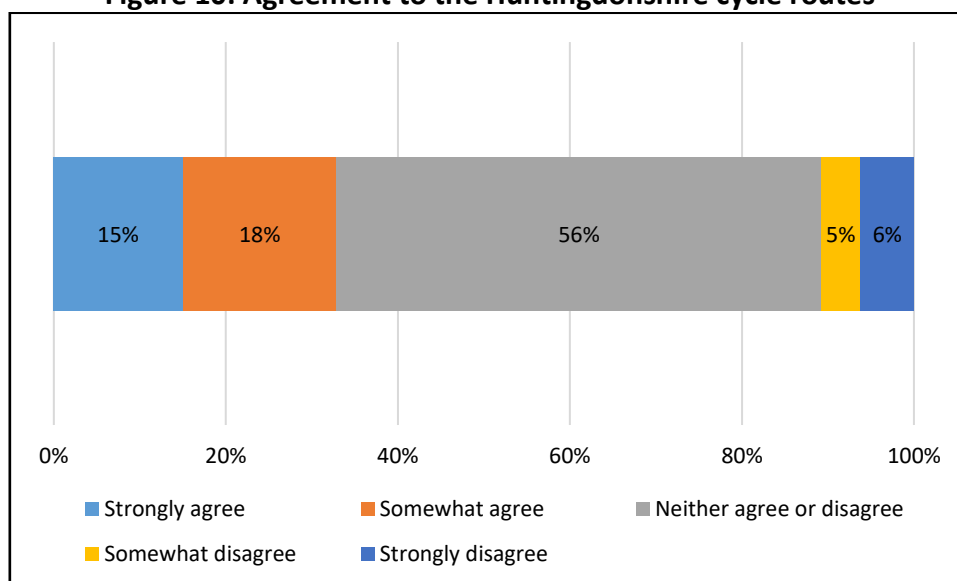
- The majority of stakeholders ‘neither agreed or disagreed’ with the Fenland cycle routes (13 stakeholders)
- Under a third of stakeholders ‘strongly agreed’ (3 stakeholders) or ‘somewhat agreed’ (4 stakeholders) to them
- 1 stakeholder ‘somewhat disagreed’ and 1 stakeholder ‘strongly disagreed’ with them

Huntingdonshire

547 respondents answered the question on how far they agreed the chosen cycle routes for the district of Huntingdonshire are the right ones to encourage more people to cycle more often.

- **The majority of respondents ‘neither agreed or disagreed’ with the Huntingdonshire cycle routes (56%)**
 - A third of respondents ‘strongly agreed’ or ‘somewhat agreed’ with them (33%)

Figure 10: Agreement to the Huntingdonshire cycle routes



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

23 stakeholders answered this question.

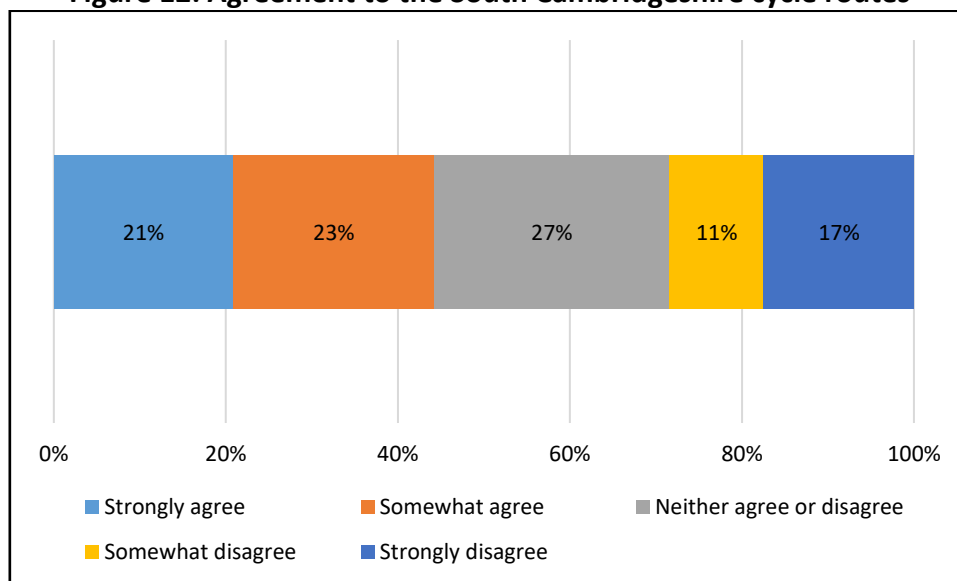
- Just over half of stakeholders ‘neither agreed or disagreed’ with the Huntingdonshire cycle routes (12 stakeholders)
- Just over a third of stakeholders ‘strongly agreed’ (3 stakeholders) or ‘somewhat agreed’ (5 stakeholders) to them
- 2 stakeholders ‘somewhat disagreed’ and 1 stakeholder ‘strongly disagreed’ with them

South Cambridgeshire

608 respondents answered the question on how far they agreed the chosen cycle routes for the district of South Cambridgeshire are the right ones to encourage more people to cycle more often.

- **Over two fifths of respondents ‘strongly agreed’ or ‘somewhat agreed’ with the South Cambridgeshire cycle routes (44%)**
 - Over a quarter of respondents ‘somewhat disagreed’ or ‘strongly disagreed’ with them (28%)

Figure 12: Agreement to the South Cambridgeshire cycle routes



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

28 stakeholders answered this question.

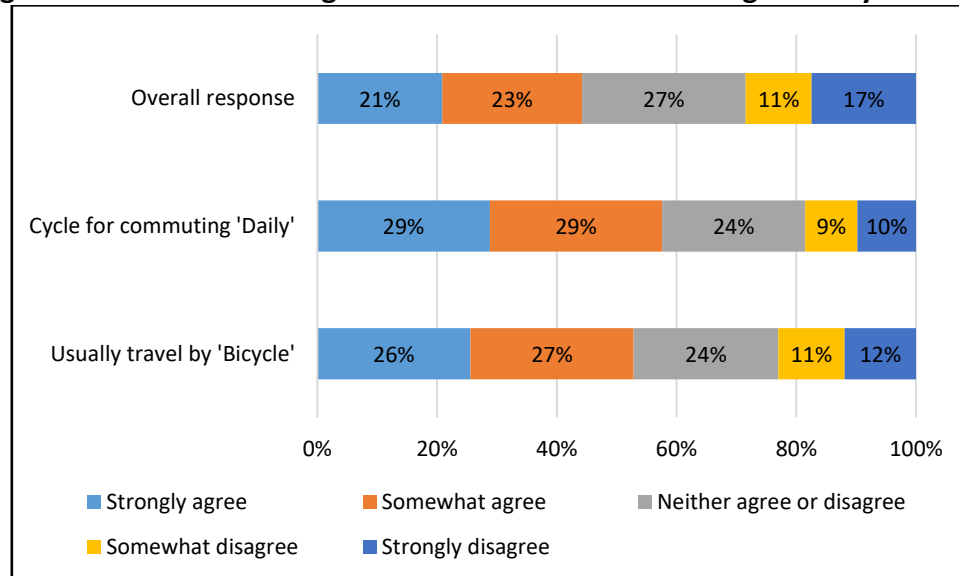
- Just under two fifths of stakeholders ‘neither agreed or disagreed’ with the South Cambridgeshire cycle routes (11 stakeholders)
- Over a third of stakeholders ‘strongly agreed’ (2 stakeholders) or ‘somewhat agreed’ (8 stakeholders) to them
- A quarter of stakeholders ‘somewhat disagreed’ (2 stakeholders) or ‘strongly disagreed’ (5 stakeholders) with them

Differences in agreement

Respondents who indicated they usually travel by 'bicycle' or answered that they use cycle routes 'daily' for commuting to question 16 were more likely to 'strongly agree' or 'somewhat agree' to the South Cambridgeshire cycle routes.

- Respondents that indicated they usually travel by 'bicycle' (53%)
- Respondents that answered 'daily' to question 16 'How often do you use cycling routes for commuting/as your main mode of transport?' (58%)

Figure 13: Differences in agreement to the South Cambridgeshire cycle routes



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

Question 3: Please give details of important cycle links you think we may have missed and/or alternative routes which you believe would be preferable to the one/s chosen.

600 respondents left comments on question 3, which asked respondents if there were any missed an/or alternative routes which would be preferable to the ones chosen.

Summary of main themes

Comment Theme	Respondent comments
The Wilbrahams	<ul style="list-style-type: none"> Respondents who discussed this theme felt that both Little Wilbraham and Great Wilbraham lacked any cycle routes, particularly to Bottisham (where respondents indicated the main commute would be for school age residents) and Fulbourn (to connect to existing cycle routes into Cambridge). Respondents indicated there was a lack of public transport in the area and that the roads were heavily used, particularly by Heavy Goods Vehicles, so wasn't safe to cycle in <ul style="list-style-type: none"> Some of these respondents also discussed the need for the same connectivity for Six Mile Bottom
Cambridge connections	<ul style="list-style-type: none"> Respondents who discussed this theme discussed areas they wished to be connected to Cambridge. These included (in order of number of comments): <ul style="list-style-type: none"> The Wilbrahams Cambourne Ely Needing more rural routes Bourn Dry Drayton Waterbeach Bar Hill Barton Caledecote Comberton The Eversdens Huntingdon Royston Soham Burwell Coton Hardwick Harlton Hinxton Linton

	<ul style="list-style-type: none"> ○ Little Thetford ○ Lode ○ Melbourn ○ Newmarket ○ Newton ○ Orwell ○ Stow-cum-Quay ○ St Ives ○ Stretham ○ Whittlesford ○ Wimpole ○ Arrington ○ Balsham ○ Bartlow ○ Bassingbourn ○ Chittering ○ Clayhithe ○ Duxford ○ Eddington ○ Fen Ditton ○ Fordham ○ Fowlmere ○ Foxton ○ Haddeham ○ Haslingfield ○ Hilton ○ Horningsea ○ Horseheath ○ Isleham ○ Longstowe ○ Madingley ○ Mill Road ○ Oakington ○ Reach ○ Sawston ○ The Shelfords ○ Stow ○ Sutton ○ Thriplow ○ Toft ○ Wicken Fen ○ Willingham
Willingham	<ul style="list-style-type: none"> ● Respondents who discussed this theme felt that Willingham needed a cycle route to Rampton (as Rampton has cycle connections to Cottenham where school age residents need to commute to). Other settlements respondents suggested needed a

	connection included: Northstowe/Longstanton, Bar Hill, Over, Earith, and Reach
Equestrians	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned that there was no provision for equestrian users in the proposals. These respondents felt that there needed to be more bridleways or that new cycleways be made as bridleways, as these would allow routes for pedestrians, cyclists, and equestrians
Rural routes	<ul style="list-style-type: none"> • Respondents who discussed this theme left comments indicating that they felt more rural routes in general were needed between villages, through villages, and to key locations, such as school catchment areas and Cambridge
Maintenance	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that more on-going maintenance was needed on cycle routes across Cambridgeshire, including cutting back natural growth from paths, clearing detritus, and filling in potholes
Cottenham	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that there should be more cycle routes to and around Cottenham. Along with the connection to Willingham discussed in the Willingham theme above, these included routes to Westwick/Oakington (for busway access) and to Dry Drayton (for access to the new cycle path on the A14)
Ely	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that there should be more cycle routes to and around Ely. Particular mention was made of connections to Littleport, Chatteris (via the existing cycle route at Mepal/Sutton), Cambridge (via other places such as Waterbeach, Stretham, and Little Thetford), Cambourne, Witcham Toll, Little Downham, and Soham
Huntingdon	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme felt that Huntingdon needed improvements to its overall cycle infrastructure, feeling that shared-use paths were not wide enough, surfaces were of poor quality/difficult to ride on, and that there was a lack of connected routes to key locations • Some of the respondents who discussed this theme felt that there should be more cycle routes to and around Huntingdon. Particular mention was made of connections to Cambridge, St Ives, Ellington, Keyston, Grafham, St Neots, Hilton, Ramsey, March, Godmanchester, Papworth, Brampton, and Papworth Everard
St Ives	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that there should be more cycle routes to and around St Ives.

	<p>Along with the above discussed connection to Huntingdon, these included routes to Earith, Somersham, Hilton, Fenstanton, Alconbury, Papworth Everard, Old Hurst/Warboys, Houghton, Ely, Sutton, Papworth, and Cambourne</p>
Arbury Road	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that cycle infrastructure improvements were needed on the Milton Road end of Arbury Road, as it was an important cycle route to many schools, to commuting links, and to the Chisholm Trail. This end of the road was felt to be dangerous due to the small space available for traffic and a lack of visibility due to parked cars

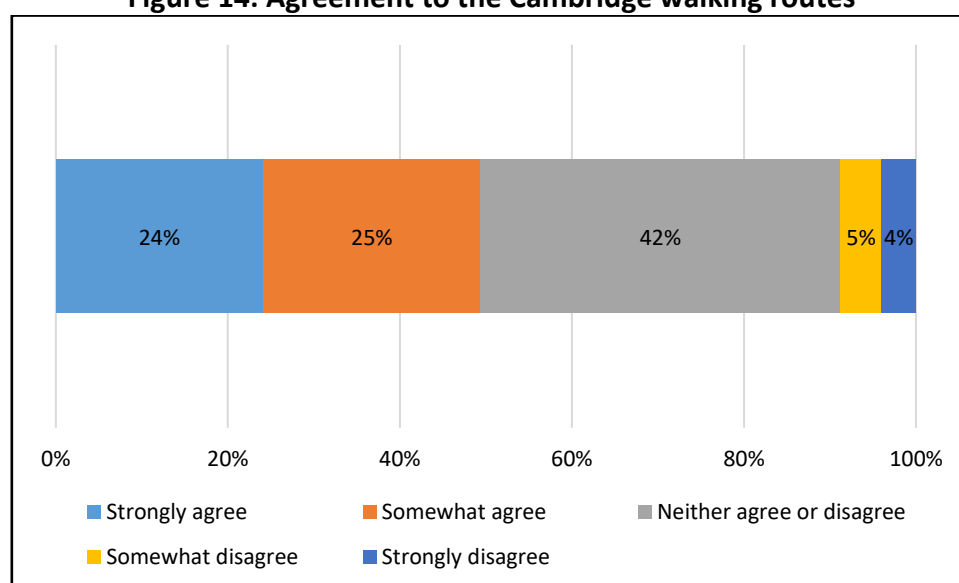
Question 4: How far do you agree the chosen walking routes are the right ones to encourage more people to walk more often?

Cambridge

626 respondents answered the question on how far they agreed the chosen walking routes for the district of Cambridge are the right ones to encourage more people to walk more often.

- Just under half of respondents 'strongly agreed' or 'somewhat agreed' with the Cambridge walking routes (49%)

Figure 14: Agreement to the Cambridge walking routes



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

22 stakeholders answered this question.

- Half of stakeholders 'strongly agreed' (6 stakeholders) or 'somewhat agreed' (5 stakeholders) to the Cambridge walking routes
- Half of stakeholders 'neither agreed or disagreed' with them (11 stakeholders)

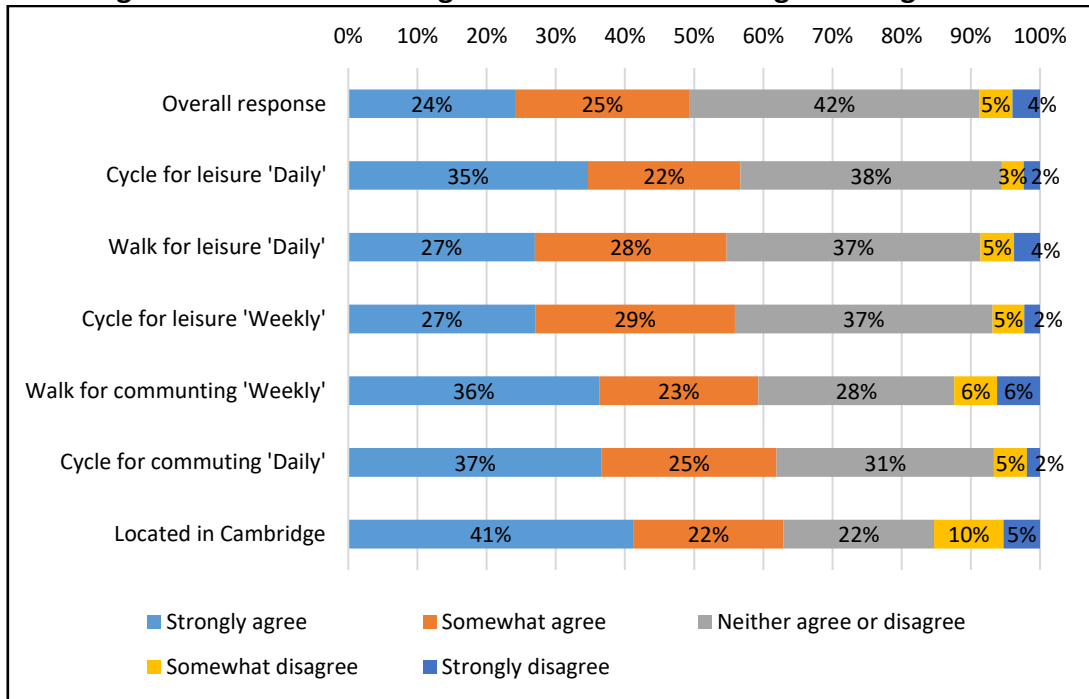
Differences in agreement

Respondents were more likely to 'strongly agree' or 'somewhat agree' to the Cambridge walking routes when they indicated:

- They were located in Cambridge (63%)
- They answered 'Daily' to question 16 'How often do you use cycling routes for commuting/as your main mode of transport?' (62%)
- They answered 'Weekly' to question 14 'How often do you use walking routes for commuting/as your main mode of transport?' (60%)
- They answered 'Daily' to question 15 'How often do you use cycling routes for leisure?' (57%)

- They answered 'Weekly' to question 15 'How often do you use cycling routes for leisure?' (56%)
- They answered 'Daily' to question 13 'How often do you use walking routes for leisure?' (55%)

Figure 15: Differences in agreement to the Cambridge walking routes



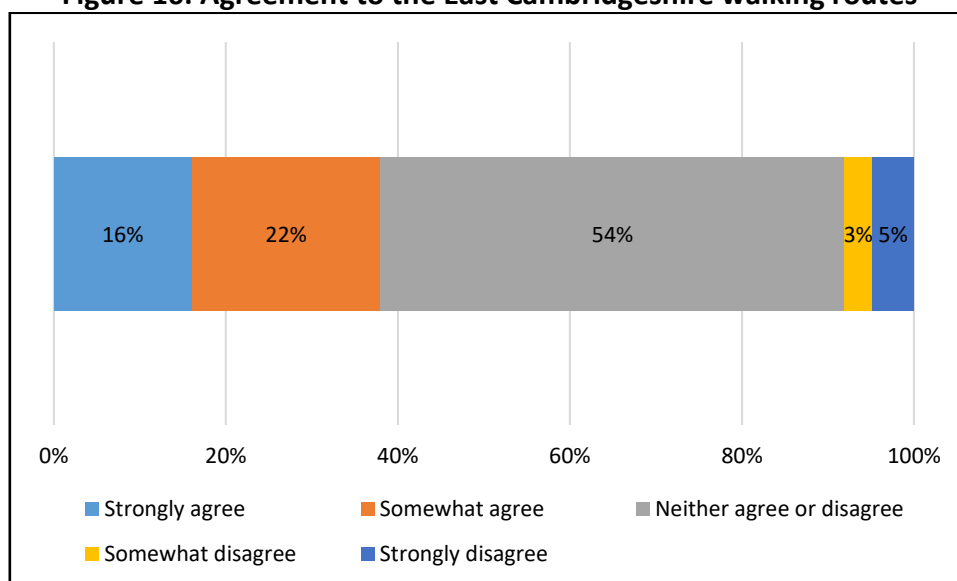
**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

East Cambridgeshire

555 respondents answered the question on how far they agreed the chosen walking routes for the district of East Cambridgeshire are the right ones to encourage more people to walk more often.

- **Over half respondents 'Neither agreed or disagreed' with the East Cambridgeshire walking routes (54%)**
 - Just under two fifths of respondents 'strongly agreed' or 'somewhat agreed' with them (38%)

Figure 16: Agreement to the East Cambridgeshire walking routes



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

21 stakeholders answered this question.

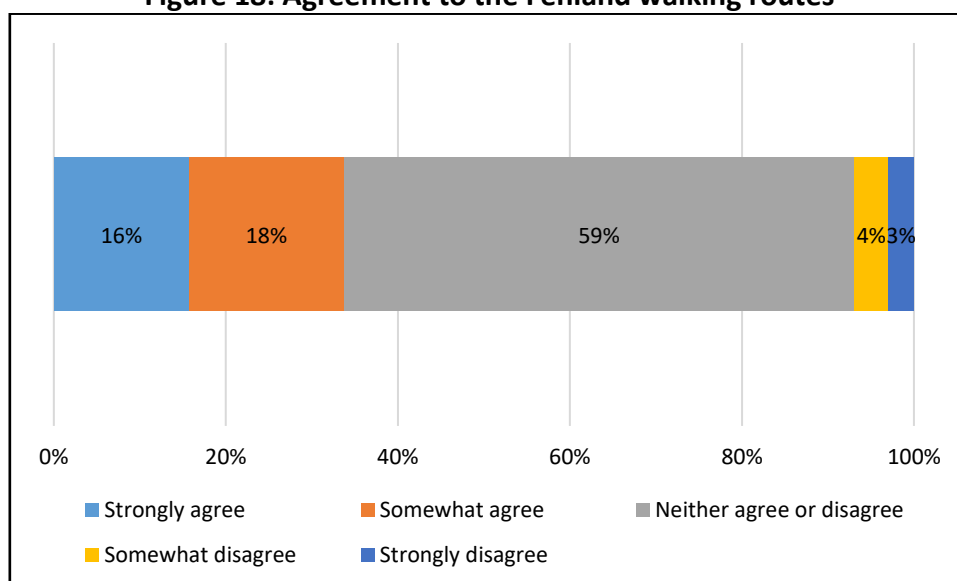
- The majority of stakeholders 'neither agreed or disagreed' with the East Cambridgeshire walking routes (15 stakeholders)
- Under a third of stakeholders 'strongly agreed' (3 stakeholders) or 'somewhat agreed' (3 stakeholders) to them

Fenland

534 respondents answered the question on how far they agreed the chosen walking routes for the district of Fenland are the right ones to encourage more people to walk more often.

- **The majority of respondents ‘Neither agreed or disagreed’ with the Fenland walking routes (59%)**
 - Just over third of respondents ‘strongly agreed’ or ‘somewhat agreed’ with them (34%)

Figure 18: Agreement to the Fenland walking routes



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

23 stakeholders answered this question.

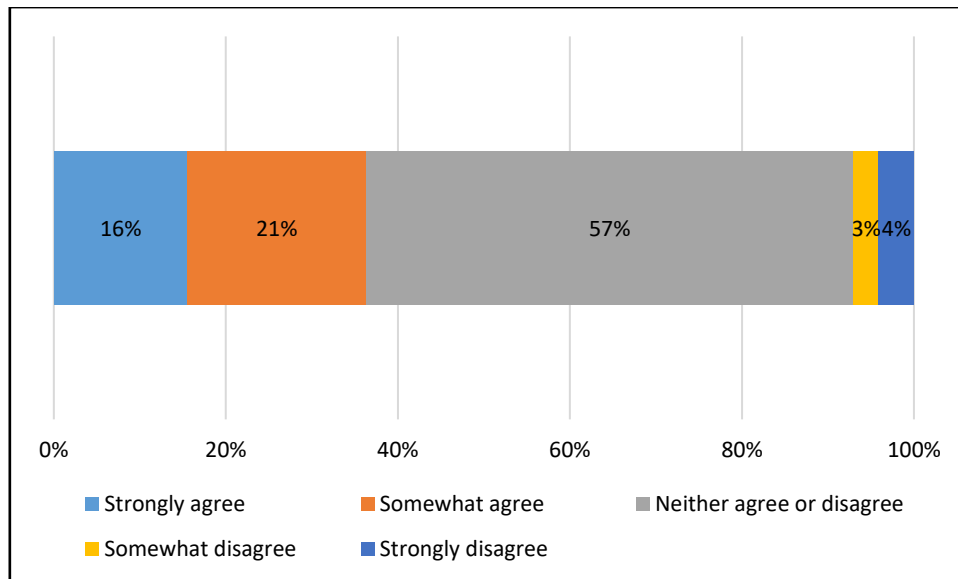
- The majority of stakeholders ‘neither agreed or disagreed’ with the Fenland walking routes (14 stakeholders)
- Just over a quarter of stakeholders ‘strongly agreed’ (3 stakeholders) or ‘somewhat agreed’ (3 stakeholders) to them
- 3 stakeholders ‘somewhat disagreed’ them

Huntingdonshire

540 respondents answered the question on how far they agreed the chosen walking routes for the district of Huntingdonshire are the right ones to encourage more people to walk more often.

- **The majority of respondents ‘Neither agreed or disagreed’ with the Huntingdonshire walking routes (57%)**
 - Under two fifths of respondents ‘strongly agreed’ or ‘somewhat agreed’ with them (36%)

Figure 17: Agreement to the Huntingdonshire walking routes



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

22 stakeholders answered this question.

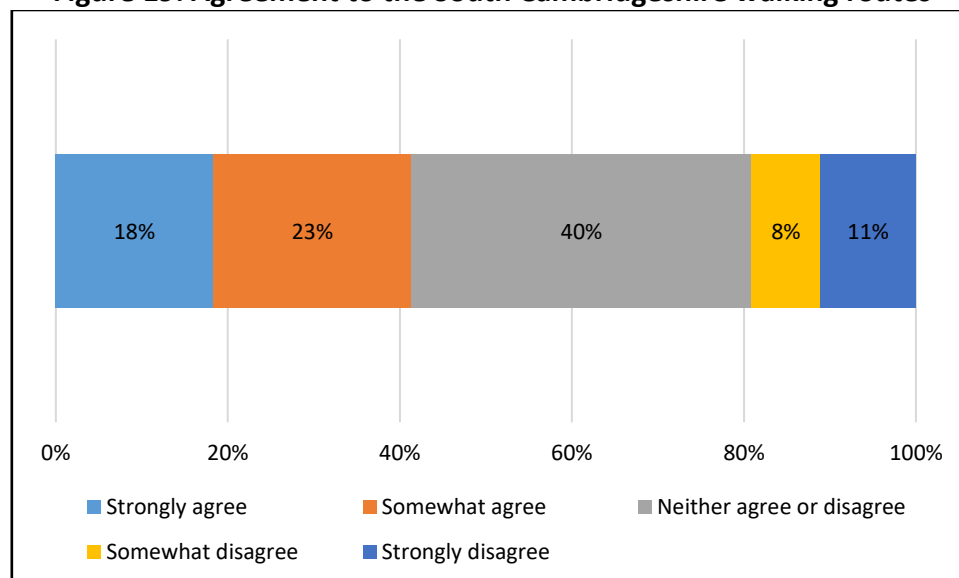
- The majority of stakeholders 'neither agreed or disagreed' with the Huntingdonshire walking routes (14 stakeholders)
- Just under a quarter of stakeholders 'strongly agreed' (2 stakeholders) or 'somewhat agreed' (3 stakeholders) to them
- 2 stakeholders 'somewhat disagreed' and 1 stakeholder 'strongly disagreed' with them

South Cambridgeshire

585 respondents answered the question on how far they agreed the chosen walking routes for the district of South Cambridgeshire are the right ones to encourage more people to walk more often.

- **Just over two fifths of respondents 'strongly agreed' or 'somewhat agreed' with the Fenland walking routes (41%)**

Figure 19: Agreement to the South Cambridgeshire walking routes



**N.B. Figures in the graph may not exactly match the text in the report due to rounding*

27 stakeholders answered this question.

- The majority of stakeholders 'neither agreed or disagreed' with the South Cambridgeshire walking routes (17 stakeholders)
- Under a quarter of stakeholders 'strongly agreed' (3 stakeholders) or 'somewhat agreed' (3 stakeholders) to them
- 1 stakeholder 'somewhat disagreed' and 3 stakeholders 'strongly disagreed' them

Question 5: Please give details of important walking links you think we may have missed and/or alternative routes which you believe would be preferable to the one/s chosen.

343 respondents left comments on question 5, which asked respondents if there were any missed an/or alternative routes which would be preferable to the ones chosen.

Summary of main themes

Comment Theme	Respondent comments
The Wilbrahams	<ul style="list-style-type: none"> Respondents who discussed this theme felt that both Little Wilbraham and Great Wilbraham lacked any connected routes, particularly to Bottisham (where respondents indicated the main commute would be for school age residents) and Fulbourn (to connect to existing routes into Cambridge). <ul style="list-style-type: none"> Some of these respondents also discussed the need for the same connectivity for Six Mile Bottom
Rural routes	<ul style="list-style-type: none"> Respondents who discussed this theme left comments indicating that they felt more rural routes in general were needed between villages, through villages, and to key locations, such as school catchment areas and Cambridge
Surface/maintenance	<ul style="list-style-type: none"> Respondents who discussed this theme felt that existing and new footpaths needed to be consistently maintained. There were concerns that existing footpath surfaces were not flat or wide enough, particularly for those using mobility aids or for those who had disabilities
Equestrians	<ul style="list-style-type: none"> Respondents who discussed this theme were concerned that there was no provision for equestrian users in the proposals. These respondents felt that there needed to be more bridleways or that new cycleways/footpaths be made as bridleways, as these would allow routes for pedestrians, cyclists, and equestrians
Willingham	<ul style="list-style-type: none"> Respondents who discussed this theme felt that Willingham needed better connectivity to Rampton (as Rampton has active travel connections to Cottenham where school age residents needed to commute to), Northstowe/Longstanton, Bar Hill, Over, Earith, and Reach

Cambridge connections	<ul style="list-style-type: none"> • Respondents who discussed this theme discussed areas they wished to be connected to Cambridge. These included: <ul style="list-style-type: none"> ○ The Wilbrahams ○ Bottisham ○ Fulbourn ○ Needing more rural routes ○ Duxford ○ Eddington ○ Ely ○ Hardwick ○ Horningsea ○ Impington ○ Milton ○ Newton ○ Shelfords ○ Teversham ○ Whittlesford
Arbury Road	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that pedestrian and cycling infrastructure improvements were needed on the Milton Road end of Arbury Road, as it was an important route to many schools, commuting links, and to the Chisholm Trail. This end of the road was felt to be dangerous due to the small space available for traffic and a lack of visibility due to parked cars
Hilton and surrounding areas	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that Hilton needed to be better connected to surrounding areas, in particular: Fenstanton, Papworth, St Ives, Huntingdon, and Papworth Everard <ul style="list-style-type: none"> ○ These respondents felt the areas mentioned also needed better connectivity to each other
Pedestrian segregation	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned about the use of shared use paths, feeling there was risk of conflict between differing forms of active travel with these paths often not being wide enough to accommodate all forms. These respondents felt that segregated pedestrian routes/areas would make travel safer
St Ives	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that St Ives needed improved connectivity to the surrounding area, in particular: Holywell, Houghton, and Hilton

Question 6: We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010. Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.

222 respondents left comments on question 6, which asked respondents if they felt the proposals would either positively or negatively affect or impact on person/s or group/s with protected characteristics under the Equality Act 2010.

Summary of main themes

Comment Theme	Respondent comments
Disability	<ul style="list-style-type: none"> Some of the respondents who discussed this theme indicated that cycle and footpaths needed to be wide enough to accommodate adapted cycles/wheelchairs, have a consistent level surface (and dropped kerbs for crossings), be free of barriers, and be maintained on a regular basis to be kept clear of detritus/ensure surfaces remained unbroken. Most of these respondents highlighted that existing paths were difficult to navigate for those with disabilities because of surface damage and/or limited room to navigate <ul style="list-style-type: none"> Some of these respondents indicated that they felt pedestrians and cyclists should be segregated from each other to avoid conflict between users <ul style="list-style-type: none"> A few of these respondents specifically highlighted this issue with the routes planned through Warwick Road and Windsor Road Some of the respondents who discussed this theme were concerned the proposals lacked focus on the needs of disabled residents, particularly those unable to cycle <ul style="list-style-type: none"> Some of these respondents were concerned the lack of equestrian access improvements indicated a lack of accessibility for disabled residents Some of the respondents who discussed this theme felt the proposals would benefit those with disabilities, as it would increase travel options Some of the respondents who discussed this theme indicated there were issues with disabled access to active travel routes in particular areas that needed to

	be addressed. These included: Arbury Road, Papworth Everard, the Wilbrahams, Basingbourn, and the A11 bridge crossing between Babraham and the Abingtons
Age	<ul style="list-style-type: none"> • Respondents who discussed this theme discussed the same issues for those with disabilities for younger/older residents. <ul style="list-style-type: none"> ○ A number of different areas were also mentioned in relation to areas needing access to active travel addressing. These included: access routes from rural locations to schools, Chatteris, Hardwick, and Willingham
Equestrians	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned that there was no provision for equestrian users in the proposals. These respondents felt that there needed to be more bridleways or that new cycleways/footpaths be made as bridleways, as these would allow routes for pedestrians, cyclists, and equestrians. These respondents also felt that a lack of equestrian access would discriminate against women (due to the high percentage of female horse riders) and disabled riders
Impact on local residents	<ul style="list-style-type: none"> • Respondents who discussed this theme felt the proposals would have a negative impact on local residents due to a lack of improvements in certain areas, particularly rural locations. Those who mentioned specific areas discussed: the Wilbrahams, Willingham, Papworth Everard, Balsham, Basingbourn, Dry Drayton Road, Hail Weston, Little Paxton, Littleport, Melbourn, Southoe, and St Ives

Question 7: We welcome your views. If you have any other comments on the Plan, please add them in the space below.

This question asked respondents if they had any comments on the Plan. The following question gave respondents to opportunity to upload a document to feedback on the proposals. 379 respondents provided comments and/or a document to feedback.

Summary of main themes

Comment Theme	Respondent comments
Equestrians	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned that there was no provision for equestrian users in the proposals. These respondents felt that there needed to be more bridleways or that new cycleways/footpaths be made as bridleways, as these

	<p>would allow routes for pedestrians, cyclists, and equestrians.</p> <ul style="list-style-type: none"> ○ Some of these respondents felt that pathways should avoid being all tarmac, as this would make traversing paths more difficult for equestrians
The Wilbrahams	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that both Little Wilbraham and Great Wilbraham lacked any connected routes, particularly to Bottisham (where respondents indicated the main commute would be for school age residents) and Fulbourn (to connect to existing routes into Cambridge). These respondents indicated that the roads were dangerous to cycle on because of the amount and speed of traffic, particularly Heavy Goods Vehicles, and lacked public transport options <ul style="list-style-type: none"> ○ Some of these respondents also discussed the need for the same connectivity for Six Mile Bottom
Maintenance	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that more on-going maintenance was needed on cycle routes across Cambridgeshire, including cutting back natural growth from paths, clearing detritus, and filling in potholes
Rural routes	<ul style="list-style-type: none"> • Respondents who discussed this theme left comments indicating that they felt more rural routes in general were needed between villages, through villages, and to key locations, such as school catchment areas and Cambridge <ul style="list-style-type: none"> ○ Some of these respondents felt there was a lack of public transport connectivity as well, limiting transport modes to personal vehicles
Reduce motorised vehicles	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme felt that more should be done to reduce the number of motorised vehicles on the road, particularly in Cambridge city, by allocating more road space to cyclists/pedestrians or creating non-motorised user spaces • A few of the respondents who discussed this theme were concerned about loss of access for residents using motorised vehicles, particularly around Oxford Road
Consultation issues	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme indicated they had difficulties understanding the Plan due to a lack of summary or specific details • Some of the respondents who discussed this theme felt the Plan's methodology for deciding on areas to focus on was flawed. These respondents felt; the scoring for

	<p>the current volume of users weighted priorities against rural areas, as a lack of existing active travel infrastructure rurally subsequently resulted in lower volumes of users; that there was a lack of focus on secondary school aged active travel users; and that there was a lack of explanation as to the reasons/evidence for the scoring</p> <ul style="list-style-type: none"> • A few of the respondents who discussed this theme felt that there was a lack of circulation/promotion to residents in areas that would be affected by the Plan
Public transport	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme indicated there was a lack of public transport in rural areas which meant that active travel development was more important in rural areas • A few of the respondents who discussed this theme felt that improvements were also needed to public transport, including lower prices, more routes/running times, and secure cycle parking
Pedestrian segregation	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that cyclists and pedestrians needed to be segregated from each other due to safety concerns around conflict between these modes of transport <ul style="list-style-type: none"> ○ Some of these respondents indicated they were particularly concerned about the small passageway between Warwick Road and Oxford Road. These respondents felt that the removal of the barriers would increase cyclists speed, which would put pedestrians at risk, and that there was not enough space for both modes of transport
Storey's Way	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme indicated they were opposed to introducing cycle lanes in place of Residents' Parking if the existing ETRO was to be removed. These respondents felt this would unproportionally negatively impact on residents in Storey's Way who struggle to park motorised vehicles and that there was not enough room for both cycle lanes and motorised traffic <ul style="list-style-type: none"> ○ Some of these respondents indicated they supported the ETRO and some indicated they opposed it • Some of the respondents who discussed this theme indicated they supported the introduction of cycle lanes as properties had driveways and felt it would improve active travel safety

	<ul style="list-style-type: none"> ○ Some of these respondents indicated they supported the ETRO and some indicated they opposed it • A few of the respondents who discussed this theme had queries regarding the Storey's Way proposals. These included; how the proposals intersected with other plans in the area, including the ETRO; whether there was space for motorised vehicles and cycle lanes; and whether it was possible to have a cycle lane on one side of the road while leaving space for Residents' Parking on the other
Arbury Road	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that pedestrian and cycling infrastructure improvements were needed on the Milton Road end of Arbury Road, as it was an important route to many schools, commuting links, and to the Chisholm Trail. This end of the road was felt to be dangerous due to the small space available for traffic and a lack of visibility due to parked cars
Positive comments	<ul style="list-style-type: none"> • Respondents who discussed this theme left general positive comments regarding the proposals
Junctions and roundabouts	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that there should be more priority for cyclists at junctions and roundabouts, as these were felt to be key areas of safety issues for active travel
Oxford Road	<ul style="list-style-type: none"> • Some of the respondents who discussed this theme indicated that they were opposed to the proposals to prioritise a cycle route through the Warwick Road/Oxford Road passageway. These respondents felt this area was too narrow for increased cycle activity and that it would increase conflict between cyclists and pedestrians while reducing cyclist safety • Some of the respondents who discussed this theme indicated they supported the idea of a modal filter/traffic calming measures/change in priorities at the Windsor Road/Oxford Road junction, as it would make it safer and less polluted for residents and active travel users • Some of the respondents who discussed this theme indicated they opposed widening the pavements as it would be disruptive to local residents and narrow a currently difficult to navigate road for motorised vehicles • A few of the respondents who discussed this theme indicated they were opposed to a modal filter in the area, as it would displace traffic and cause increased congestion elsewhere. These respondents also felt the

	area was already suitable for active travel users to navigate
Disability	<ul style="list-style-type: none"> • Most of the respondents who discussed this theme indicated that cycle and footpaths needed to be wide enough to accommodate adapted cycles/wheelchairs, have a consistent level surface (and dropped kerbs for crossings), be free of barriers, and be maintained on a regular basis to be kept clear of detritus/ensure surfaces remained unbroken. Most of these respondents highlighted that existing paths were difficult to navigate for those with disabilities because of surface damage and/or limited room to navigate • Some of the respondents who discussed this theme were concerned the proposals lacked focus on the needs of disabled residents
Continuous routes	<ul style="list-style-type: none"> • Respondents who discussed this theme indicated that the proposals should focus on joining up routes so active travel connections were continuous
LTN 1/20	<ul style="list-style-type: none"> • Respondents who discussed this theme were concerned that the proposals referenced LTN 1/12 guidance for cycle infrastructure instead of LTN 1/20, which these respondents felt all cycle infrastructure should conform to
Willingham	<ul style="list-style-type: none"> • Respondents who discussed this theme felt that Willingham needed better connectivity to Rampton (as Rampton has active travel connections to Cottenham where school age residents needed to commute to), Northstowe/Longstanton, Bar Hill, Over, Earith, and Reach

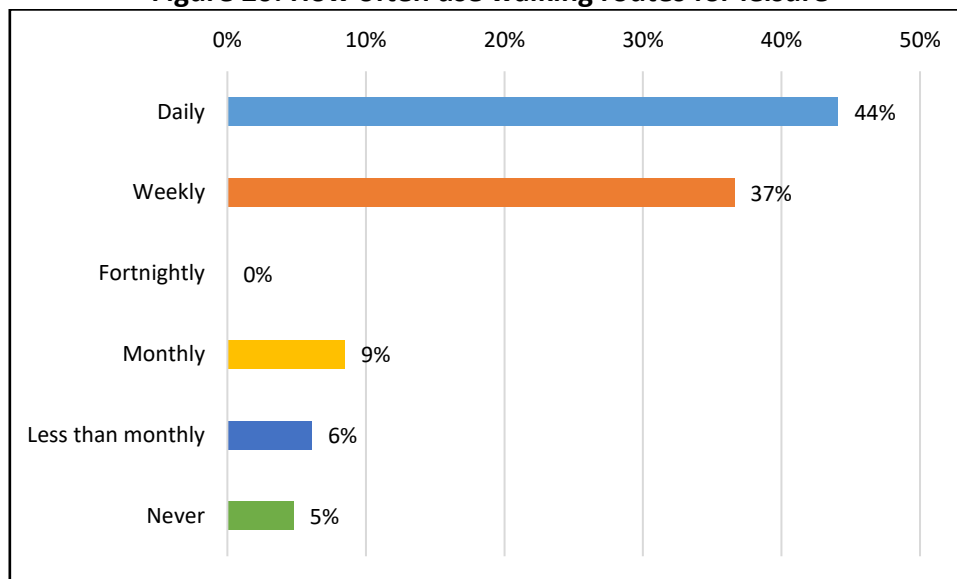
*Questions 9 through to 12 focused on demographic related questions which are outlined in the [“Respondent Profile”](#)

Question 13: How often do you use walking routes for leisure?

755 respondents answered the question on how often they use walking routes for leisure.

- **Under half of respondents indicated they use walking routes ‘daily’ for leisure (44%) and under a fifth of respondents indicated ‘weekly’ (37%)**

Figure 20: How often use walking routes for leisure

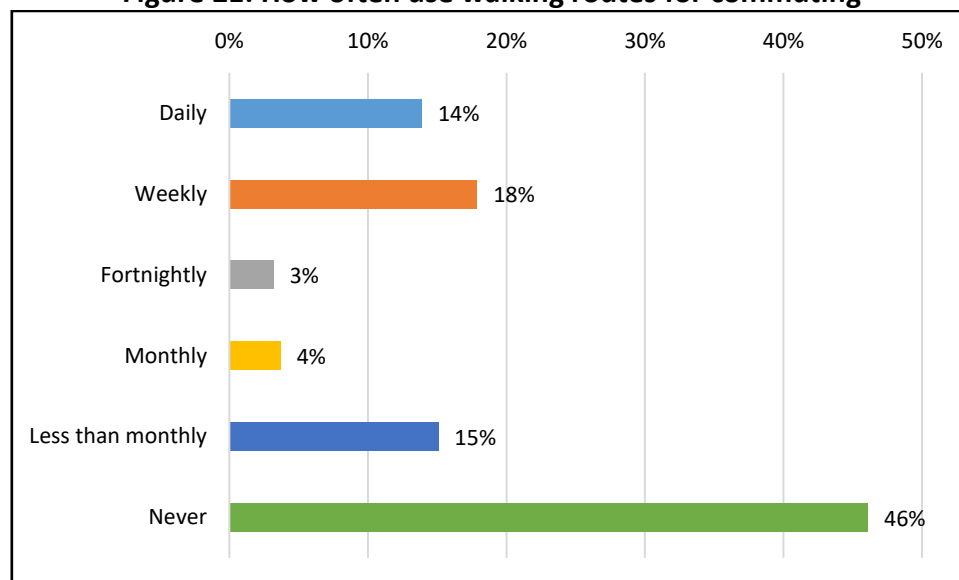


Question 14: How often do you use walking routes for commuting/as your main mode of transport?

747 respondents answered the question on how often they use walking routes for commuting.

- **Under half of respondents indicated they 'never' use walking routes for commuting (46%)**

Figure 21: How often use walking routes for commuting

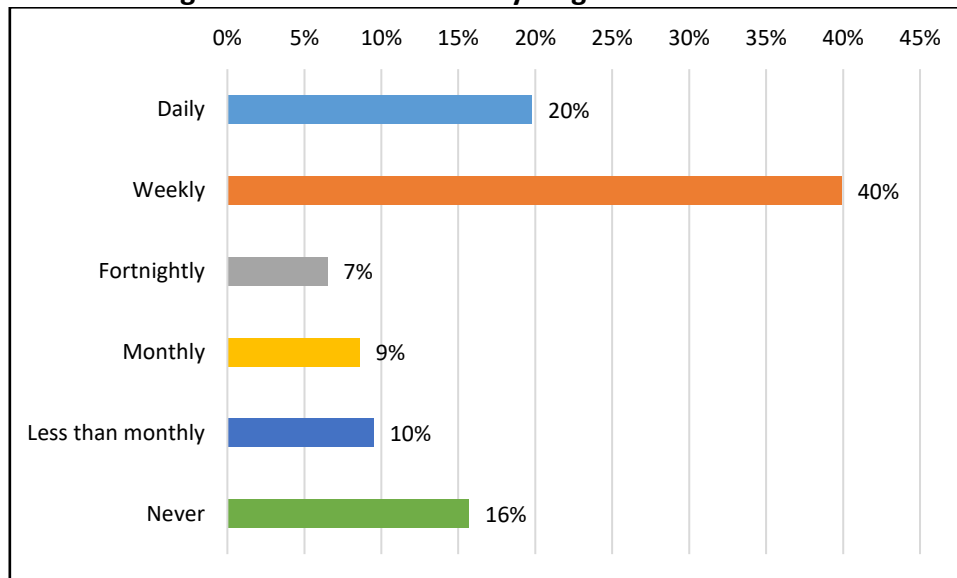


Question 15: How often do you use cycling routes for leisure?

757 respondents answered the question on how often they use cycling routes for leisure.

- **Two-fifths of respondents indicated they use cycling routes for leisure 'weekly' (40%)**

Figure 22: How often use cycling routes for leisure

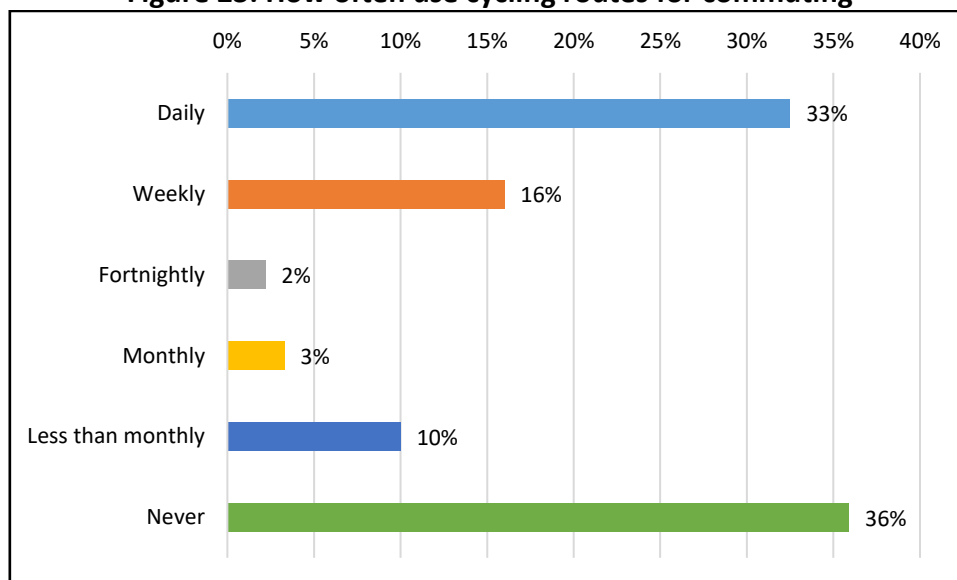


Question 16: How often do you use cycling routes for commuting/as your main mode of transport?

757 respondents answered the question on how often they use cycling routes for commuting.

- **Over a third of respondents indicated they 'never' use cycling routes for commuting (36%) and a third indicated they use them 'daily' (33%)**

Figure 23: How often use cycling routes for commuting



Stakeholders responses

Background

55 responses were received on behalf of a number of different groups or organisations.

- Bassingbourn Parish Council Active Travel Working Group
- Bourn Parish Council
- British Horse Society
- Buckden Parish Council
- Burwell Cycle Club
- Cambridge Biomedical Campus
- Cambridge Cycling Campaign
- Cambridge University Hospitals
- Camcycle
- Cllr Adela Costello
- Cllr Anna Bradnam
- Cllr Claire Jackman
- Cllr David Ambrose Smith
- Cllr Dr. Haq Nawaz
- Cllr Dr. Tumi Hawkins
- Cllr Edna Murphy
- Cllr Lorna Dupré
- Cllr Peter Hewitt
- Cllr Ros Hathorn
- Cllr Sam Dhaliwal
- Cllr Steve Count
- CTC Cambridge
- Dry Drayton Parish Council
- Ely Cycling Campaign
- Fenland Bridleways Association
- Fenland Transport and Access Group
- Fowlmere Parish Council
- Foxton Parish Council
- Gamlingay Parish Council
- Hilton Parish Council
- Houghton & Wyton Parish Council
- Huntingdonshire District Council
- Hunts Shopmobility
- Ickleton Parish Council
- Impington Village College
- Little Abington Parish Council
- Little Gransden Parish Council
- Living Streets
- March Bridleways Association
- Milton Cycling, working with Camcycle
- Natural England
- Oakington & Westwick Parish Council
- Oxford Road Residents Association
- South Cambridgeshire District Council and Cambridge City Council
- St Ives EcoAction
- Swavesey & District Bridleways Association
- Thriplow Speed Watch
- Transport team at the University of Cambridge
- Well-brahams' Mental Health and Well-being Group
- Whittlesey Town Council
- Wilbrahams Environment Group
- Willingham Parish Council
- Willingham Wheels / Willingham Community Planning Group
- Windsor Road Residents' Association
- Wisbech St Mary Parish Council Lt

All of the responses from these groups will be published alongside the results of the public consultation survey.

Summary of main themes

Comment Theme	Stakeholder comments
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Rural routes	<ul style="list-style-type: none"> Stakeholders who discussed this theme left comments indicating that they felt more rural routes in general were needed between villages, through villages, and to key locations, such as school catchment areas and Cambridge
Consultation issues	<ul style="list-style-type: none"> Stakeholders who discussed this theme felt the Plan's methodology for deciding on areas to focus on was flawed. These stakeholders felt; the scoring for the current volume of users weighted priorities against rural areas, as a lack of existing active travel infrastructure rurally subsequently resulted in lower volumes of users; that there was a lack of focus on secondary school aged active travel users; that it missed exploring leisure-based routes; and that there was a lack of explanation as to the reasons/evidence for the scoring <ul style="list-style-type: none"> Some of these stakeholders were also concerned about the references to LTN 1/12 guidance for cycle infrastructure instead of LTN 1/20, which these stakeholders felt all cycle infrastructure should conform to
Equestrians	<ul style="list-style-type: none"> Stakeholders who discussed this theme were concerned that there was no provision for equestrian users in the proposals. These stakeholders felt that there needed to be more bridleways or that new cycleways/footpaths be made as bridleways, as these would allow routes for pedestrians, cyclists, and equestrians

Email responses

11 responses from 10 respondents were received regarding the consultation through email. These responses were too disparate to conduct a thematic analysis, however areas of discussion were similar to those in the comments given by respondents to the open comment survey questions.

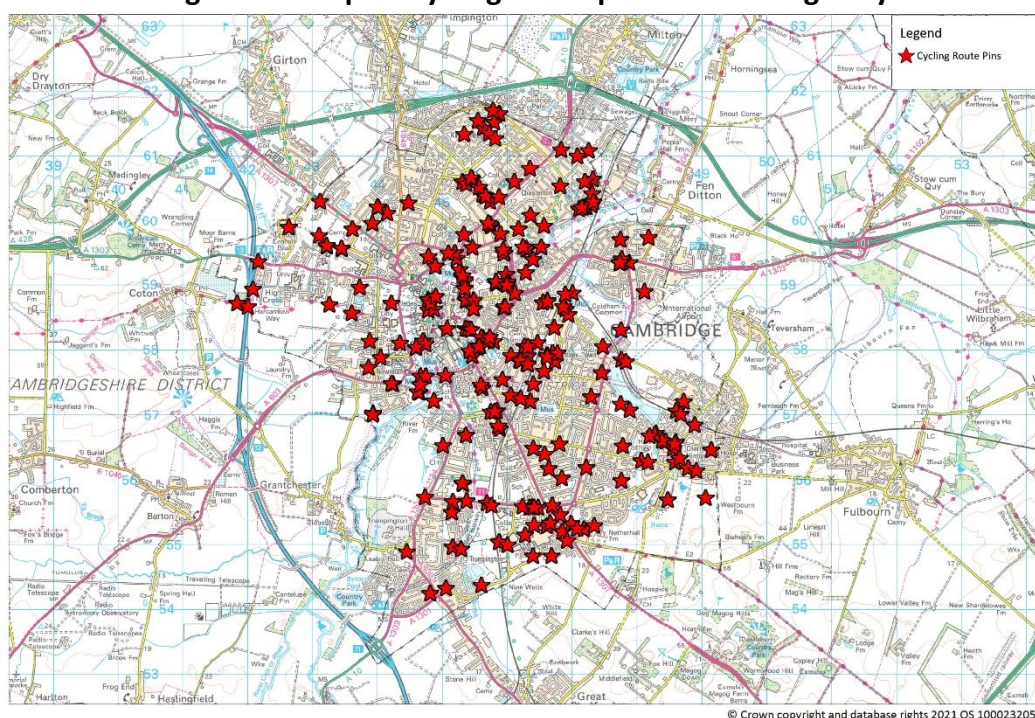
Comments on 'Places' map tool on Consult Cambs

1820 comments, from 249 respondents, were entered onto the 'Places' map tool on the Local Cycling and Walking Infrastructure Project page on Consult Cambs. Respondents were able to place 'cycling route', 'walking route', and 'safety concern' pins on a map of Cambridgeshire along with a comment. A thematic analysis has been conducted on these comments, taking the type of pin and location into consideration. The following is a summary of the key areas (locations with several pins from differing respondents), ordered by number of pins, and general themes by district and type of pin. The map with all the comments is available on the [Local Cycling and Walking Infrastructure Project page on Consult Cambs](#).

Cambridge city

Cycling route

Figure 24: Map of 'cycling route' pins in Cambridge city



263 'cycling route' comments from 63 respondents were located in Cambridge city. Key areas were:

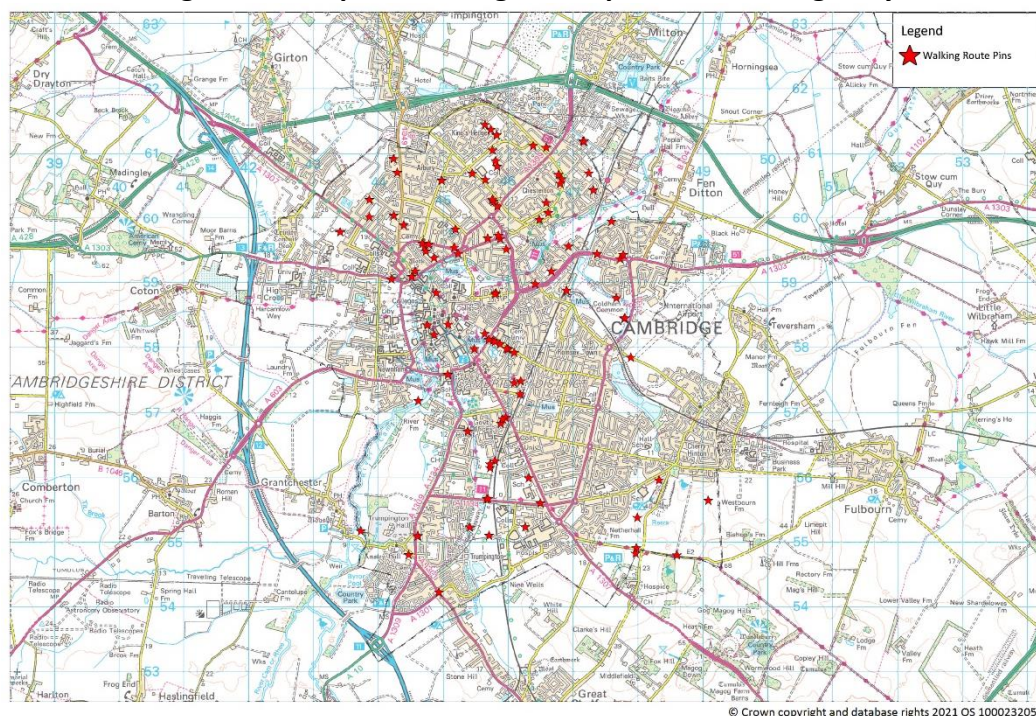
- Mill Road
 - Most of the respondents indicated they supported the bus gate remaining in place as it had made the area safer for non-motorised users. Some of the respondents indicated there was a need for a dropped kerb and crossing point on Mill Road.
- Coldhams Lane
 - Most of the respondents felt that improvements to cycling infrastructure were needed here as the footpath was too narrow to safely accommodate

cyclists with pedestrians and the road was dangerous due to motorised traffic.

- Hills Road
 - Some of the respondents indicated a modal filter would be beneficial here. Some of the respondents felt that wider paths (to avoid conflict while crossing driveways) or wider cycle lanes (to increase cyclist safety and accessibility from connecting streets) would be beneficial.
- Fen Road
 - Some of the respondents felt connectivity to the Chisholm Trail could be improved here, such as creating a non-motorised user bridge/underpass or making a more direct path instead of using the Tow Path. Some of the respondents indicated the road surface was in poor condition and needed maintaining.
- Victoria Street
 - Most of the respondents felt there was enough space to accommodate segregated cycle routes here.
- Arbury Road
 - Most of the respondents felt that cycle improvements were needed along the whole of Arbury Road, particularly as the sections without improvements were narrow and busy with motorised traffic.
- Cambridgeshire Guided Busway
 - Some of the respondents felt that a way of crossing the guided busway was required.
- Newmarket Road
 - Most of the respondents were concerned about cyclists navigating the Barnwell Road/Newmarket Road roundabout, as they felt there was considerable risk of conflict between cyclists and motorised traffic.

The general main themes for the 'cycling route' pins in Cambridge were related to; improving the width of cycle paths, particularly in areas with shared-use paths; maintaining the paths/roads as the current condition made them dangerous; improvements to roundabouts and junctions to allow cyclists to safely navigate them; places where dropped kerbs would aid crossing; and removing bollards, gates, and other obstructions on paths to allow easier navigation.

Figure 25: Map of 'walking route' pins in Cambridge city

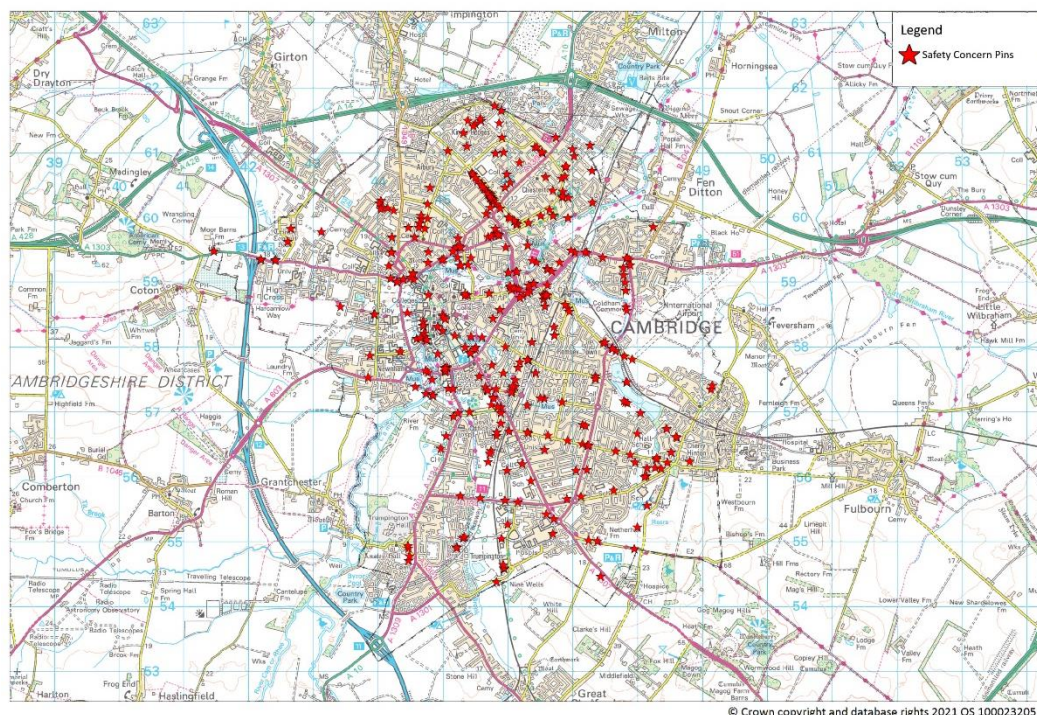


106 'walking route' comments from 31 respondents were located in Cambridge city. Key areas were:

- Newmarket Road
 - Respondents felt that more crossings with pedestrian priority were needed here.

The general main themes for the 'walking route' pins in Cambridge were related to; the need for more dropped kerbs and crossing points; the need to improve the condition and level of footpaths; the need to address pavement parking; the need to take wheelchair/pushchair accessibility into consideration, particularly making sure paths had level surfaces, were wide, and clear of obstructions; and the need for wider paths.

Figure 26: Map of 'safety concern' pins in Cambridge city



388 'safety concern' comments from 98 respondents were located in Cambridge city. Key areas were:

- **Arbury Road**
 - Respondents felt that the Milton Road end of Arbury Road was too congested with traffic travelling at high speeds to be safe for non-motorised users. Respondents felt the narrowness of the road and number of parked cars resulted in cyclists mounting the pavement, as the roads were too unsafe to travel on, reducing pedestrian safety. Most of these respondents highlighted the close proximity of several schools and were also concerned about high levels of air pollution.
- **Newmarket Road**
 - Some respondents felt that junctions and roundabouts here were unsafe due to the lack of cycle priority and high levels of traffic. Some of the respondents felt the cycle lanes on the road were too narrow and improvements were needed to the advanced junction boxes to allow cyclist access and room. Some of the respondents felt that shared provision should be segregated. A few of the respondents indicated the path/road was in poor condition and needed to be maintained.
- **Coldhams Lane**
 - Some of the respondents felt the cycle lanes on the road were too narrow and improvements were needed to the advanced junction boxes to allow cyclist access and room. Some respondents felt that junctions and roundabouts here were unsafe due to the lack of cycle priority and high levels of traffic. Some of the respondents felt that a pedestrian crossing was

needed to access the Beehive Centre, as current provision entailed a significant detour.

- Union Lane
 - Most of the respondents felt that the road was too narrow, particularly due to parked cars, to safely navigate by bicycle. Some of the respondents felt that a pedestrian crossing was needed as the amount and speed of traffic meant it was difficult to cross safely.
- Hills Road
 - Some of the respondents indicated that the road cycle path condition was poor with little space given by motorised users to safely navigate potholes etc. Some of the respondents felt the junctions needed improvements to cycling infrastructure so that; motorised traffic did not have to cut across cycle lanes to turn and vice versa, traffic lights were visible from advanced stopping boxes, and cycle lanes were protected to stop vehicles parking in them.
- Elizabeth Way
 - Some of the respondents indicated that the guard rails and traffic islands on the Elizabeth Way roundabout made navigating the area difficult for larger cycles or cyclists travelling across the roundabout, something that was also a concern for the Chesterton Road/High Street roundabout. Some of the respondents were concerned about needing to use the underpass on Elizabeth Way, as they felt it was too secluded and steep to safely navigate.
- A1134/Coldhams Lane/Brooks Road roundabout
 - Respondents felt the roundabout needed to be reconfigured to accommodate safer non-motorised user travel/crossing, as the volume and speed of motorised traffic made it currently unsafe.
- Cherry Hinton Road
 - Some respondents felt the shared-use path near to the Cherry Hinton/Mowbray Road/Perne Road roundabout needed to be wider and clear of obstructions to accommodate the amount of non-motorised user traffic. Some respondents felt the Hills Road end of Cherry Hinton Road needed parking reduced as it made the road too narrow.
- Cambridgeshire Guided Busway
 - Respondents were concerned about the placement of upstands at several crossing areas, as they made navigating the crossings more difficult for non-motorised users and indicated they had resulted in cyclist injuries.
- Trumpington Road
 - Some of the respondents were concerned about the safety of the roundabouts and junctions on Trumpington Road, feeling they needed improvements to visibility for cyclists and a reduced speed limit. Some of the respondents felt the shared-use paths had issues with visibility between non-motorised users and crossed each other unnecessarily.
- Station Road
 - Respondents felt that the amount of traffic and a lack of clear route/priorities resulted in cyclists conflicting with all other modes of transport here.
- Barnwell Road

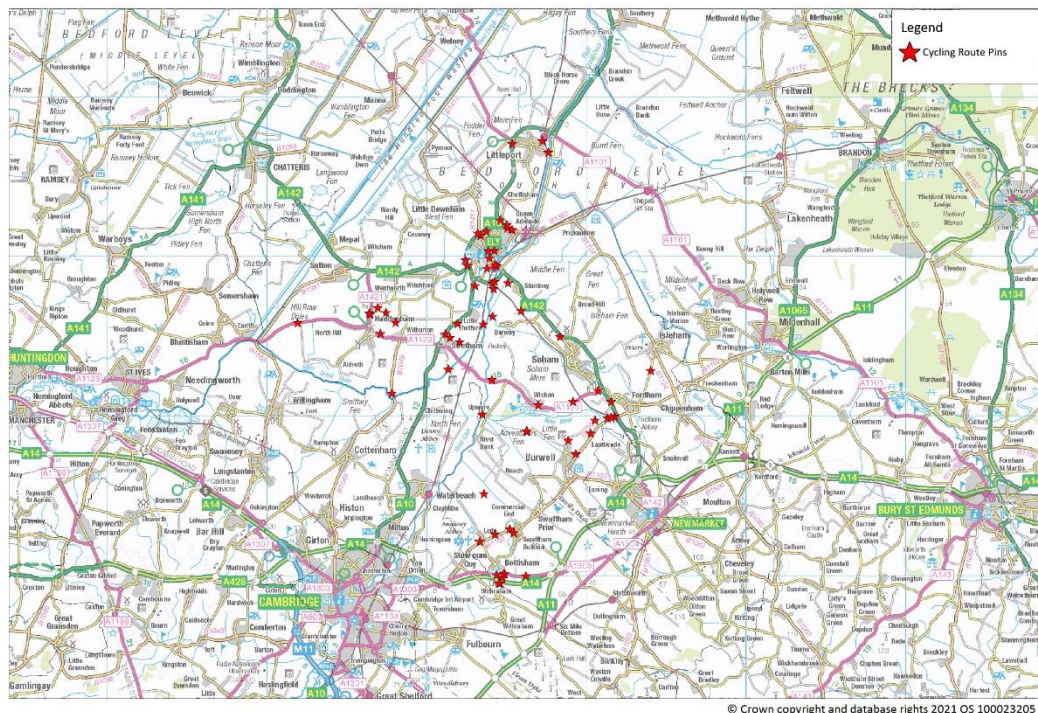
- Most of the respondents felt that the condition of the paths was poor and that vegetation was often overgrown.
- New Street
 - Some of the respondents felt that motorised users ignored/were unaware of the contraflow travel for cyclists, an issue exacerbated by on-street parking. Some of the respondents felt that the area was used as a cut-through by motorised traffic, with debate about whether a modal filter was needed or if restrictions on Newmarket Road would worsen this behaviour.
- Kings Hedges Road
 - Respondents felt the provision for non-motorised users was poor, with narrow shared use paths, cycle lanes going on and off the road, poor visibility/accessibility due to parked cars, and difficult to navigate junctions.
- King's Parade
 - Respondents felt the anti-terror barrier made it difficult to navigate, particularly for those with non-standard bicycles
- Burrell's Walk
 - Most of the respondents felt the paths, particularly across the bridge, were too narrow. Some of the respondents felt visibility needed to be improved on the connection between Burrell's Walk and Grange Road.

The general main themes for the 'safety concern' pins in Cambridge were related to; the need for maintenance of paths/roads, including cutting back vegetation regularly; concerns about motorised vehicle volumes and speeds; concerns about safety in crossing and navigating junctions/roundabouts; the need for wider cycle lanes/footpaths; and concerns about conflict between users on shared-use paths.

East Cambridgeshire

Cycling route

Figure 27: Map of 'cycling route' pins in East Cambridgeshire

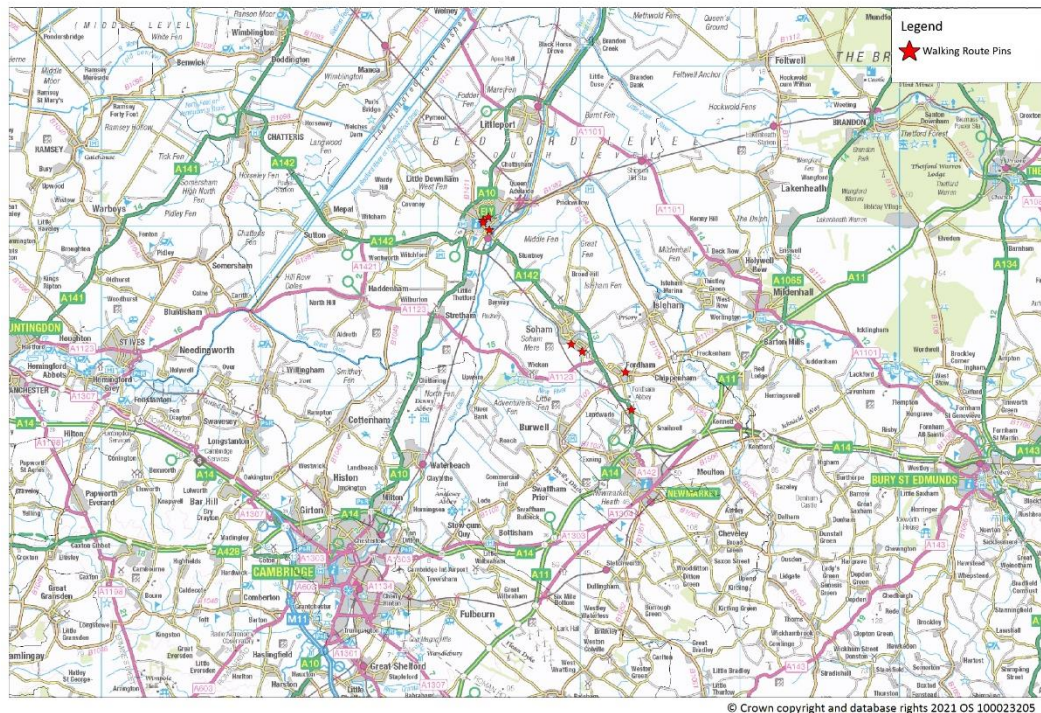


70 'cycling route' comments from 21 respondents were located in East Cambridgeshire. Key areas were:

- Ely
 - Most of the respondents discussed connectivity through Ely and into surrounding areas, including Cambridge (the NCR route was felt to be too much of a detour and unsuitable for some bicycles), Soham, Fordham to Burwell, the Thetfords, Wicken, Witchford.
- Bottisham/the Wilbrahams/Six Mile Bottom
 - Most of the respondents felt that better non-motorised user access was needed between Bottisham, the Wilbrahams and Six Mile Bottom, particularly noting the potential accessibility of Wilbraham Road.

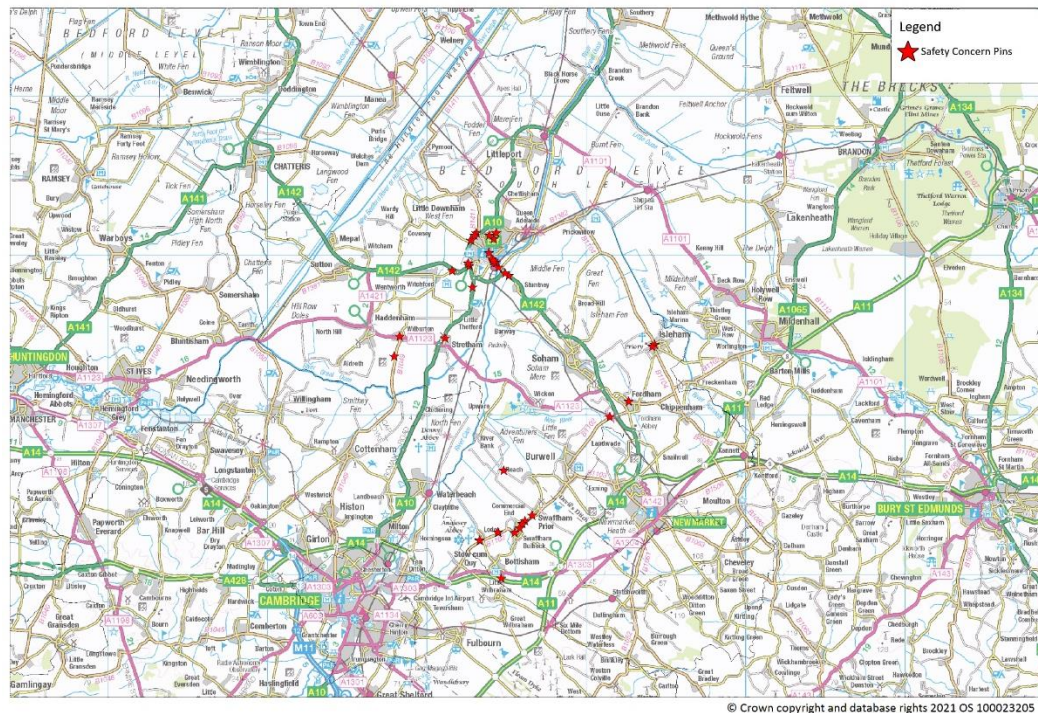
The general main themes for the 'cycling route' pins in East Cambridgeshire were around the need for more connectivity between villages and from villages to urban centres.

Figure 28: Map of 'walking route' pins in East Cambridgeshire



8 'walking route' comments from 4 respondents were located in East Cambridgeshire. Comments were too disparate for thematic analysis, however, comments were generally focused around Ely and Soham (although pins were also located in Fordham and Newmarket) and were concerned with road crossings and poor path condition.

Figure 29: Map of 'safety concern' pins in East Cambridgeshire



40 'safety concern' comments from 17 respondents were located in East Cambridgeshire.

Key areas were:

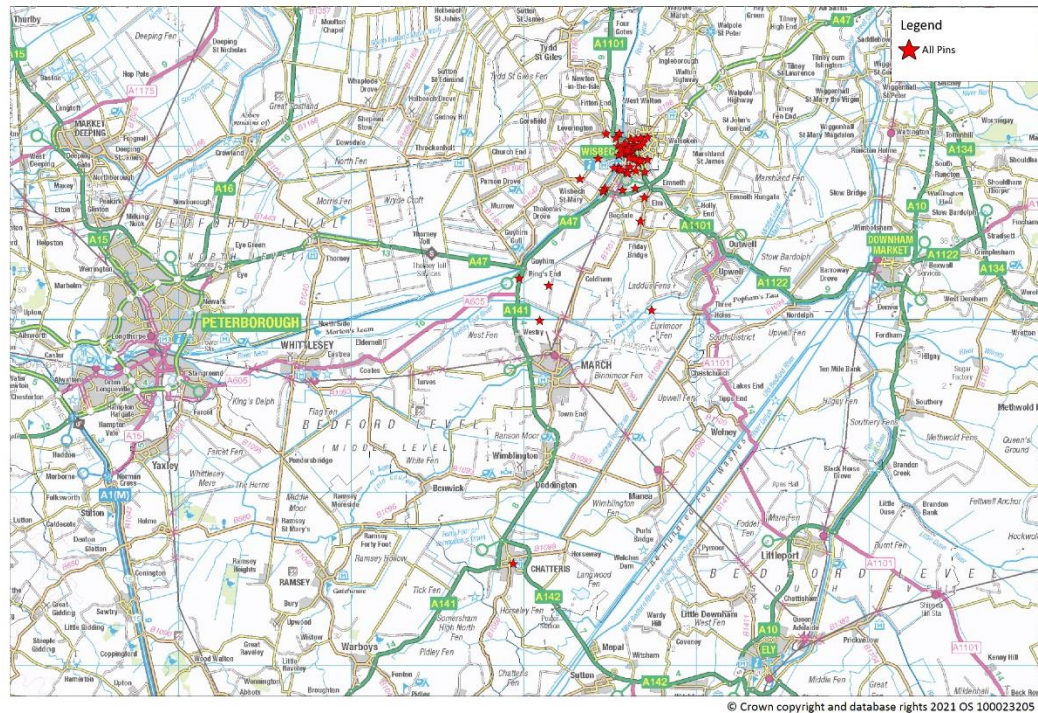
- Ely
 - Respondents were concerned about a lack of non-motorised user infrastructure across Ely and connecting to nearby areas/villages and a lack of suitable crossing points, particularly over the A10.

The general main themes for the 'safety' pins in East Cambridgeshire were similar to those for Ely (lack of non-motorised user infrastructure and crossing points) but located in villages in East Cambridgeshire.

Fenland

Comments in Fenland were too disparate for thematic analysis, with 58 comments from 4 respondents across the 'cycling route', 'walking route' and 'safety concern' pins. They were, however, mostly located around Wisbech and generally concerned the width of paths/roads and the need for safe crossing points.

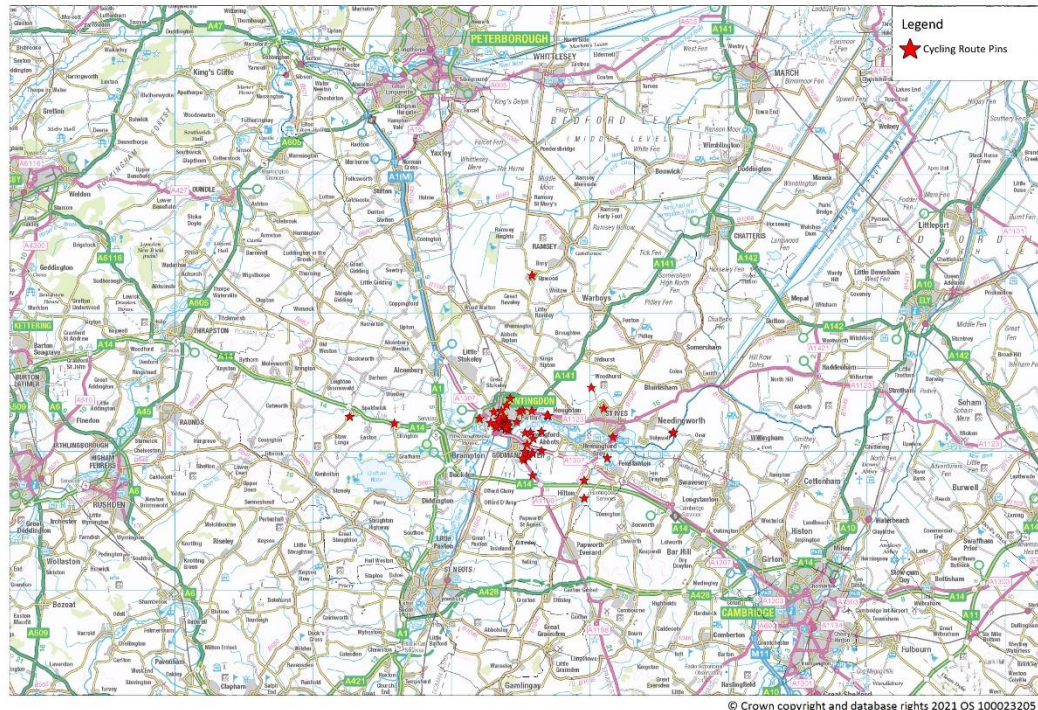
Figure 30: Map of pins in Fenland



Huntingdonshire

Cycling route

Figure 31: Map of 'cycling route' pins in Huntingdonshire

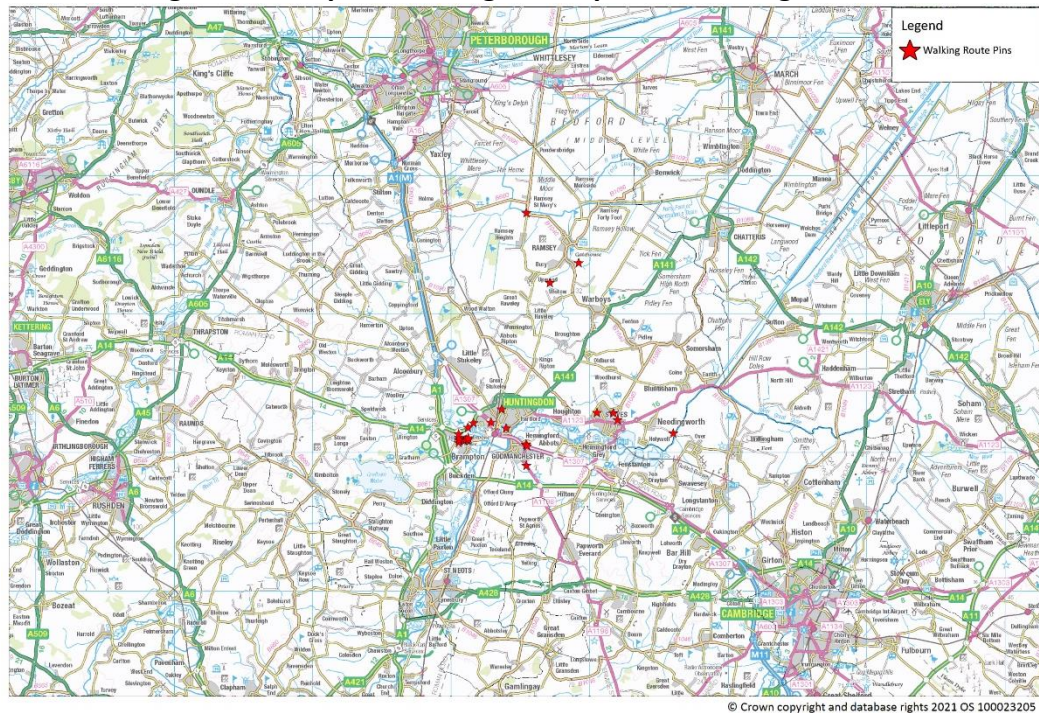


57 'cycling route' comments from 21 respondents were located in Huntingdonshire. Key areas were:

- Huntingdon
 - Most of the respondents discussed connectivity through Huntingdon and into surrounding areas, including to the Guided Busway, Hartford, Oxmoor, Godmanchester, Hemingford, Hilton, and St.Ives.

The general main themes for the 'cycling route' pins in Huntingdonshire were around the need for more connectivity between villages/urban centres and from villages to urban centres, particularly St.Ives and Godmanchester.

Figure 32: Map of 'walking route' pins in Huntingdonshire



24 'walking route' comments from 9 respondents were located in Huntingdonshire. Comments were too disparate for thematic analysis, however, comments were generally focused around Brampton, Huntingdon and Godmanchester (although pins were also located in St. Ives and Ramsey St. Mary's) and concerned connectivity between villages/urban centres and poor path conditions (particularly the width of paths and obstructive barriers).

Figure 33: Map of 'safety concern' pins in Huntingdonshire

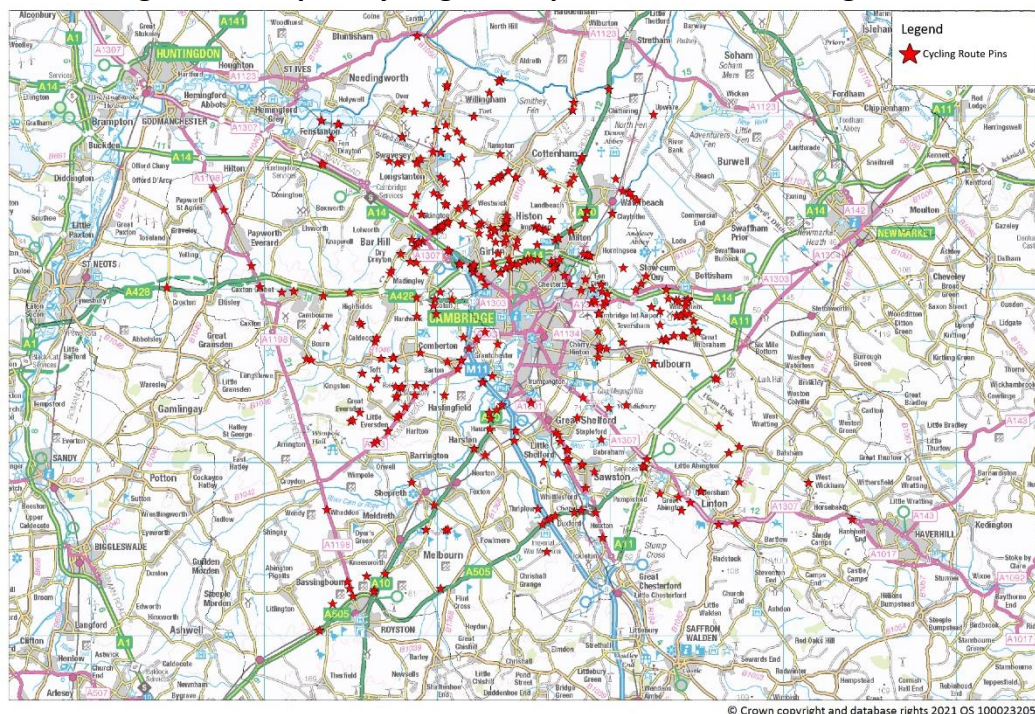


11 'safety concern' comments from 8 respondents were located in Huntingdonshire. Comments were too disparate for thematic analysis, however, comments were generally focused around Huntingdon and St. Neots (although pins were also located in Brampton, Hilton, and Spaldwick) and concerned the width of roads/paths, the need for crossing points, and the amount of motorised traffic (particularly heavy goods vehicles).

South Cambridgeshire

Cycling route

Figure 34: Map of 'cycling route' pins in South Cambridgeshire



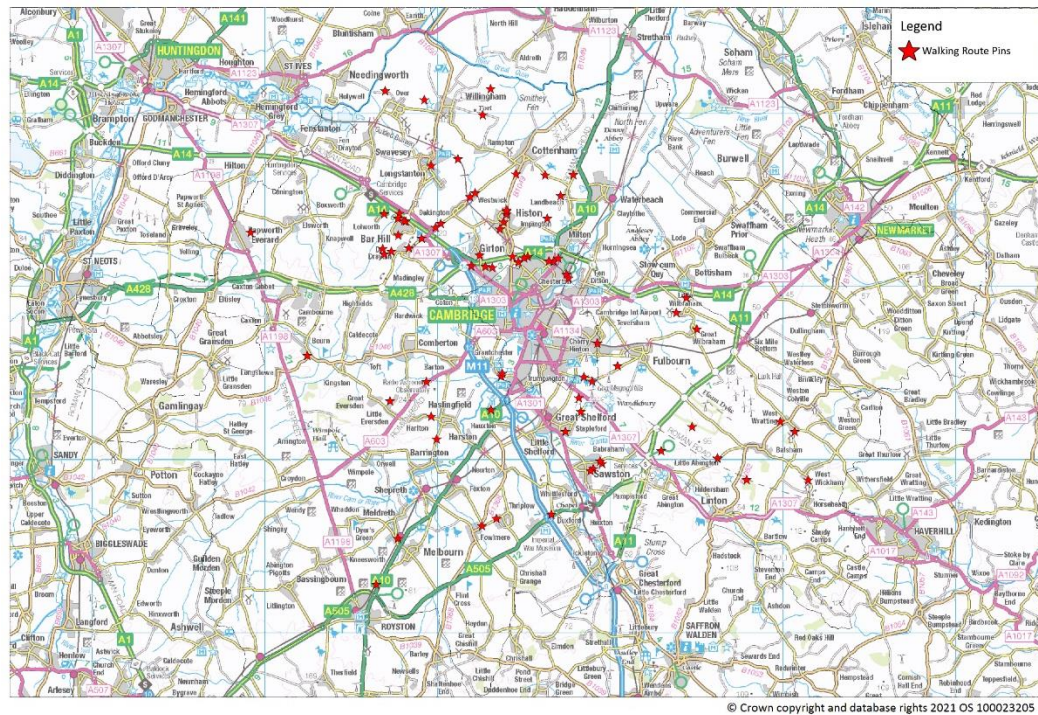
386 'cycling route' comments from 132 respondents were located in South Cambridgeshire. Key areas were:

- Oakington
 - Most respondents discussed the need for links to Dry Drayton, Cottenham, and Bar Hill, particularly along Dry Drayton Road and Oakington Road. These respondents indicated that cycling in these areas was unsafe due to the high speeds of motorised vehicles and the narrow road.
- Girton
 - Most respondents discussed the need for the path connecting Huntingdon Road to the bridge over the A14 to be widened as it was a popular route for non-motorised users and a useful connection to/from Girton, Histon, Eddington. Some respondents also felt the cycle path on Huntingdon Road needed to be continuous as there was a significant gap connecting to this bridge.
- The Wilbrahams
 - Respondents felt a safe cycle route was needed between the Wilbrahams, Cambridge, Bottisham, and Fulbourn. Most of these respondents felt that High Street, Church Road, Wilbraham Road, and Little Wilbraham Road would be good locations for this cycle route.
- Histon

- Most respondents discussed the need for paths to be widened, resurfaced, and made clear of barriers, particularly around New Road, Somerset Road, St Audrey's Close, and Glebe Way.
- Cottenham
 - Some respondents were concerned about the speed and volume of motorised vehicles, particularly heavy goods vehicles, in Cottenham. Some respondents felt that Cottenham needed to be connected to Oakington to allow access to the busway and Bar Hill.
- Longstanton
 - Most respondents felt a safe cycling route was needed to link Longstanton to Over and Swavesey that provided a safe way to cross or avoid the B1050.
- Dry Drayton
 - Most respondents felt that a cycle path was needed along Oakington Road to allow non-motorised users in Dry Drayton access to the new paths along the A1307.
- Over
 - Most respondents felt that formalised access to the Guided Busway was needed from Over that removed the need for people to have to climb the embankment near Gravel Bridge Road to access it.
- Comberton
 - Most respondents felt that cycling access from nearby villages (Highfields Caldecote, Toft, Hardwick, and Barton) to Comberton Village College was needed.
- Little Eversden
 - Respondents indicated that the A603 was too dangerous to cycle on and that a route was needed to connect to Comberton and Barton.
- Horningsea
 - Respondents felt that Fen Road would be a useful direct route for Horningsea but the surface was currently unsuitable through most of the year.

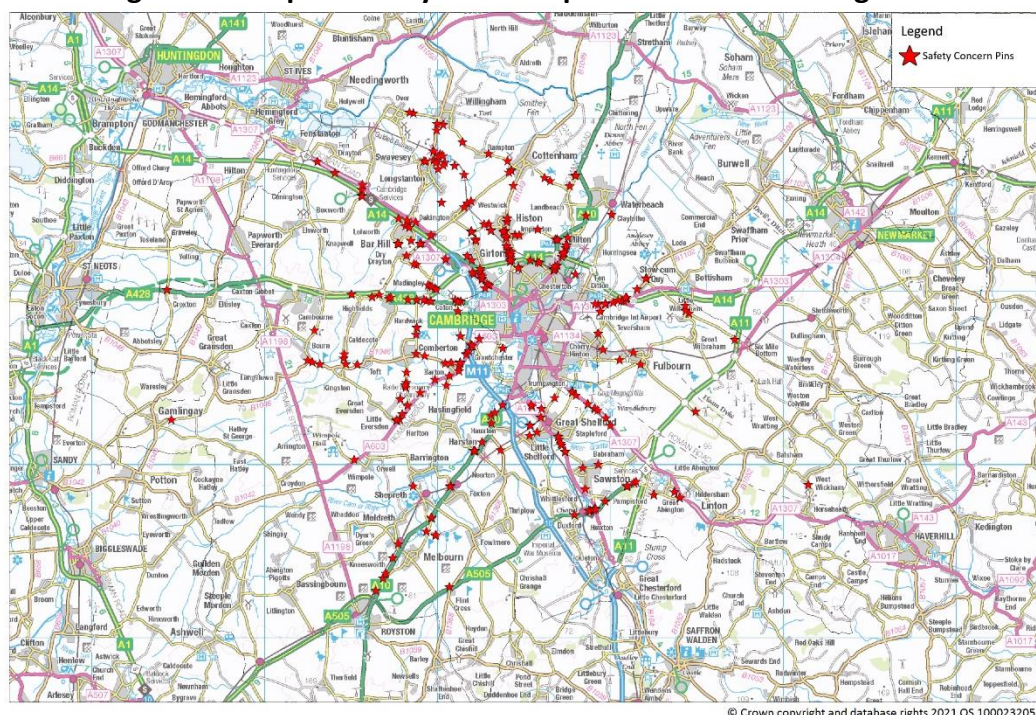
The general main themes for the 'cycling route' pins in South Cambridgeshire were around the need for more connectivity between villages and from villages to urban centres.

Figure 35: Map of 'walking route' pins in South Cambridgeshire



81 'walking route' comments from 40 respondents were located in South Cambridgeshire. Comments were too disparate for thematic analysis, however, comments were generally focused around the same areas as the 'cycling route' pins and were concerned with road crossings and poor path conditions.

Figure 36: Map of 'safety concern' pins in South Cambridgeshire



330 'safety concern' comments from 100 respondents were located in South Cambridgeshire. Key areas were:

- Girton
 - Most respondents felt the lack of cycling provision combined with high motorised vehicle speeds made Girton Road and Huntingdon Road unsafe for cyclists.
- Impington
 - Most respondents felt that cycle paths were too narrow and contained blind or tight corners, particularly around Cambridge Road.
- Little Eversden
 - Some respondents felt there was a lack of a safe crossing point on Hillside, a route often used by schoolchildren. Some respondents felt the motorised traffic travelled too fast on Cambridge Road.
- Milton
 - Most respondents felt that the cycle path on Cambridge Road was too narrow for shared use and that the path was in poor condition.
- Histon
 - Most respondents felt the amount of motorised traffic and on-street parking along Station Road made it dangerous to cycle on.
- Bar Hill
 - Most respondents felt the cycle way near Bar Hill Perimeter Road was in poor condition and contained barriers that were difficult to navigate and see in poor conditions. Some respondents were concerned about the barrier on the bridge over the A14.

- A1301
 - Respondents felt the crossings for the A1301 were overcomplicated and badly timed resulting in difficulty crossing the road. These respondents felt the crossing should not require non-motorised users to wait at three lights.
- Hardwick
 - Most respondents felt the cycle route through Hardwick was too disjointed and narrow to be safely used.
- Northstowe
 - Most respondents felt the busway junction crossing on Station Road was difficult to navigate safely, particularly with non-standard bicycles. Some respondents were also concerned about motorised vehicles parking on the cycle lanes.
- A603/Barton Road roundabout
 - Respondents felt the crossing for non-motorised users was dangerous due to the speed of motorised traffic and poor visibility.
- Stow cum Quy
 - Most respondents felt the cycleway access on Quy Road was difficult, particularly for non-standard bicycles, due to the tight corner and limited visibility.
- Madingley
 - Respondents felt that Cambridge Road had poor sightlines and road surfaces that were in poor condition or dangerous for bicycles, particularly on the roundabout.
- Coton
 - Most respondents felt the junction on Cambridge Road for the A1303 was difficult for non-motorised users to cross due to poor visibility and high speeds.

The general main themes for the 'safety concern' pins in South Cambridgeshire related to; the need for maintenance of paths/roads, including cutting back vegetation regularly; concerns about motorised vehicle volumes and speeds; concerns about safely crossing and navigating junctions/roundabouts; and the need for wider cycle lanes/footpaths.

Appendices

Appendix 1: Respondent profile breakdown for quantitative questions

Respondent type		Figure	% of total respondents
Total respondents:		772	100.00%
Disability that influences travel decisions:			
	Yes	62	8.4%
	No	632	85.5%
	Prefer not to say	45	6.1%
	Total		739
Age range:			
	Under 15	1	0.1%
	15-24	22	2.9%
	25-34	60	7.9%
	35-44	168	22.0%
	45-54	190	24.9%
	55-64	148	19.4%
	65-74	122	16.0%
	75 and above	36	4.7%
	Prefer not to say	17	2.2%
	Total		764
Usual mode of travel:			
	Car driver	484	63.6%

	Car passenger	77	10.1%
	Van or lorry driver	9	1.2%
	Bicycle	454	59.7%
	Powered two-wheeler	11	1.4%
	Bus user	72	9.5%
	On foot	302	39.7%
	Other	65	8.5%
		Total	761
Employment status:			
	In education	27	3.5%
	Employed	435	57.1%
	Self-employed	68	8.9%
	Unemployed	5	0.7%
	A home-based worker	52	6.8%
	A stay at home parent, carer or similar	22	2.9%
	Retired	176	23.1%
	Prefer not to say	31	4.1%
	Other	8	1.0%
		Total	762
Location:			
	Cambridge	185	25.1%
	East Cambridgeshire	39	5.3%
	Fenland	36	4.9%
	Huntingdonshire	87	11.8%
	South Cambridgeshire	384	52.0%
	Outside Cambridgeshire	7	0.9%
		Total	738

Please view our [Local Cycling and Walking Infrastructure Plan](#). How far do you support the plan as a method of prioritising funding for strategic walking and cycling routes

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	373 (51.6%)	185 (25.6%)	72 (10%)	47 (6.5%)	46 (6.4%)	723
Disability that influences travel decisions:	26 (44.8%)	11 (19%)	8 (13.8%)	6 (10.3%)	7 (12.1%)	58
Age range:						
Under 15	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
15-24	12 (54.5%)	5 (22.7%)	2 (9.1%)	1 (4.5%)	2 (9.1%)	22
25-34	32 (56.1%)	16 (28.1%)	2 (3.5%)	4 (7%)	3 (5.3%)	57
35-44	85 (51.8%)	36 (22%)	22 (13.4%)	16 (9.8%)	5 (3%)	164
45-54	103 (57.9%)	40 (22.5%)	20 (11.2%)	7 (3.9%)	8 (4.5%)	178
55-64	66 (48.9%)	43 (31.9%)	10 (7.4%)	7 (5.2%)	9 (6.7%)	135
65-74	50 (45%)	32 (28.8%)	13 (11.7%)	8 (7.2%)	8 (7.2%)	111
75 and above	18 (52.9%)	7 (20.6%)	2 (5.9%)	3 (8.8%)	4 (11.8%)	34
Prefer not to say	5 (33.3%)	3 (20%)	0 (0%)	0 (0%)	7 (46.7%)	15
Usual mode of travel:						
Car driver	224 (48.8%)	122 (26.6%)	50 (10.9%)	32 (7%)	31 (6.8%)	459
Car passenger	27 (38%)	20 (28.2%)	7 (9.9%)	7 (9.9%)	10 (14.1%)	71
Van or lorry driver	6 (85.7%)	1 (14.3%)	0 (0%)	0 (0%)	0 (0%)	7
Bicycle	239 (55.5%)	102 (23.7%)	41 (9.5%)	30 (7%)	19 (4.4%)	431
Powered two-wheeler	7 (63.6%)	3 (27.3%)	1 (9.1%)	0 (0%)	0 (0%)	11
Bus user	26 (39.4%)	18 (27.3%)	5 (7.6%)	4 (6.1%)	13 (19.7%)	66
On foot	139 (48.1%)	71 (24.6%)	34 (11.8%)	25 (8.7%)	20 (6.9%)	289
Other	18 (31%)	19 (32.8%)	8 (13.8%)	3 (5.2%)	10 (17.2%)	58

Employment status:						
In education	14 (58.3%)	5 (20.8%)	4 (16.7%)	1 (4.2%)	0 (0%)	24
Employed	224 (53.8%)	96 (23.1%)	44 (10.6%)	29 (7%)	23 (5.5%)	416
Self-employed	37 (57.8%)	15 (23.4%)	6 (9.4%)	3 (4.7%)	3 (4.7%)	64
Unemployed	2 (40%)	2 (40%)	0 (0%)	0 (0%)	1 (20%)	5
A home-based worker	23 (46%)	13 (26%)	6 (12%)	4 (8%)	4 (8%)	50
A stay at home parent, carer or similar	9 (50%)	7 (38.9%)	2 (11.1%)	0 (0%)	0 (0%)	18
Retired	75 (47.2%)	46 (28.9%)	16 (10.1%)	11 (6.9%)	11 (6.9%)	159
Prefer not to say	12 (38.7%)	12 (38.7%)	1 (3.2%)	1 (3.2%)	5 (16.1%)	31
Other	4 (50%)	3 (37.5%)	0 (0%)	1 (12.5%)	0 (0%)	8
Location:						
Cambridge	102 (57.6%)	36 (20.3%)	16 (9%)	14 (7.9%)	9 (5.1%)	177
East Cambridge	13 (39.4%)	14 (42.4%)	4 (12.1%)	1 (3%)	1 (3%)	33
Fenland	15 (41.7%)	14 (38.9%)	3 (8.3%)	2 (5.6%)	2 (5.6%)	36
Huntingdonshire	41 (50.6%)	22 (27.2%)	6 (7.4%)	6 (7.4%)	6 (7.4%)	81
South Cambridgeshire	183 (50.8%)	90 (25%)	40 (11.1%)	22 (6.1%)	25 (6.9%)	360
Walk for commuting						
Daily	53 (53.5%)	21 (21.2%)	11 (11.1%)	4 (4%)	10 (10.1%)	99
Weekly	73 (56.2%)	23 (17.7%)	15 (11.5%)	11 (8.5%)	8 (6.2%)	130
Fortnightly	14 (63.6%)	5 (22.7%)	2 (9.1%)	1 (4.5%)	0 (0%)	22
Monthly	17 (70.8%)	7 (29.2%)	0 (0%)	0 (0%)	0 (0%)	24
Less than monthly	60 (54.1%)	33 (29.7%)	8 (7.2%)	7 (6.3%)	3 (2.7%)	111
Never	148 (46.1%)	90 (28%)	35 (10.9%)	23 (7.2%)	25 (7.8%)	321
Walk for leisure						
Daily	173 (55.3%)	77 (24.6%)	26 (8.3%)	22 (7%)	15 (4.8%)	313

Weekly	128 (48.9%)	72 (27.5%)	34 (13%)	16 (6.1%)	12 (4.6%)	262
Fortnightly	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
Monthly	35 (56.5%)	15 (24.2%)	4 (6.5%)	3 (4.8%)	5 (8.1%)	62
Less than monthly	20 (47.6%)	10 (23.8%)	7 (16.7%)	4 (9.5%)	1 (2.4%)	42
Never	13 (39.4%)	6 (18.2%)	0 (0%)	2 (6.1%)	12 (36.4%)	33
Cycling for commuting						
Daily	144 (61.8%)	53 (22.7%)	22 (9.4%)	8 (3.4%)	6 (2.6%)	233
Weekly	64 (54.2%)	29 (24.6%)	6 (5.1%)	12 (10.2%)	7 (5.9%)	118
Fortnightly	7 (43.8%)	5 (31.3%)	1 (6.3%)	1 (6.3%)	2 (12.5%)	16
Monthly	17 (68%)	4 (16%)	2 (8%)	2 (8%)	0 (0%)	25
Less than monthly	35 (48.6%)	22 (30.6%)	8 (11.1%)	3 (4.2%)	4 (5.6%)	72
Never	104 (41.3%)	68 (27%)	32 (12.7%)	21 (8.3%)	27 (10.7%)	252
Cycling for leisure						
Daily	92 (65.2%)	28 (19.9%)	10 (7.1%)	8 (5.7%)	3 (2.1%)	141
Weekly	163 (55.8%)	77 (26.4%)	26 (8.9%)	18 (6.2%)	8 (2.7%)	292
Fortnightly	21 (43.8%)	9 (18.8%)	9 (18.8%)	4 (8.3%)	5 (10.4%)	48
Monthly	24 (40.7%)	20 (33.9%)	6 (10.2%)	4 (6.8%)	5 (8.5%)	59
Less than monthly	28 (44.4%)	23 (36.5%)	5 (7.9%)	4 (6.3%)	3 (4.8%)	63
Never	43 (38.4%)	25 (22.3%)	15 (13.4%)	8 (7.1%)	21 (18.8%)	112

How far do you agree the chosen cycle routes are the right ones to encourage more people to cycle more often?

Cambridge						
	Strongly agree	Somewhat agree	Neither agree or disagree	Somewhat disagree	Strongly disagree	Total
Total	175 (27.4%)	191 (29.9%)	189 (29.6%)	42 (6.6%)	41 (6.4%)	638
Disability that influences travel decisions:	11 (22%)	17 (34%)	9 (18%)	7 (14%)	6 (12%)	50
Age range:						
Under 15	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
15-24	4 (21.1%)	7 (36.8%)	6 (31.6%)	1 (5.3%)	1 (5.3%)	19
25-34	24 (44.4%)	17 (31.5%)	7 (13%)	5 (9.3%)	1 (1.9%)	54
35-44	43 (27.7%)	44 (28.4%)	51 (32.9%)	6 (3.9%)	11 (7.1%)	155
45-54	46 (27.7%)	49 (29.5%)	56 (33.7%)	9 (5.4%)	6 (3.6%)	166
55-64	27 (23.5%)	41 (35.7%)	28 (24.3%)	10 (8.7%)	9 (7.8%)	115
65-74	21 (25%)	23 (27.4%)	28 (33.3%)	7 (8.3%)	5 (6%)	84
75 and above	8 (30.8%)	5 (19.2%)	8 (30.8%)	4 (15.4%)	1 (3.8%)	26
Prefer not to say	2 (13.3%)	2 (13.3%)	4 (26.7%)	0 (0%)	7 (46.7%)	15
Usual mode of travel:						
Car driver	84 (21%)	119 (29.8%)	144 (36%)	26 (6.5%)	27 (6.8%)	400
Car passenger	13 (18.8%)	17 (24.6%)	25 (36.2%)	6 (8.7%)	8 (11.6%)	69
Van or lorry driver	4 (57.1%)	1 (14.3%)	1 (14.3%)	0 (0%)	1 (14.3%)	7
Bicycle	134 (34.4%)	124 (31.8%)	86 (22.1%)	27 (6.9%)	19 (4.9%)	390
Powered two-wheeler	4 (57.1%)	2 (28.6%)	0 (0%)	0 (0%)	1 (14.3%)	7
Bus user	13 (22.8%)	16 (28.1%)	14 (24.6%)	5 (8.8%)	9 (15.8%)	57
On foot	78 (30.2%)	75 (29.1%)	60 (23.3%)	19 (7.4%)	26 (10.1%)	258

Other	8 (15.1%)	17 (32.1%)	19 (35.8%)	3 (5.7%)	6 (11.3%)	53
Employment status:						
In education	7 (31.8%)	5 (22.7%)	7 (31.8%)	2 (9.1%)	1 (4.5%)	22
Employed	107 (27.7%)	124 (32.1%)	112 (29%)	21 (5.4%)	22 (5.7%)	386
Self-employed	21 (36.8%)	17 (29.8%)	13 (22.8%)	4 (7%)	2 (3.5%)	57
Unemployed	1 (25%)	0 (0%)	2 (50%)	0 (0%)	1 (25%)	4
A home-based worker	11 (26.2%)	11 (26.2%)	16 (38.1%)	3 (7.1%)	1 (2.4%)	42
A stay at home parent, carer or similar	3 (17.6%)	3 (17.6%)	10 (58.8%)	1 (5.9%)	0 (0%)	17
Retired	37 (28.9%)	36 (28.1%)	36 (28.1%)	12 (9.4%)	7 (5.5%)	128
Prefer not to say	4 (16%)	7 (28%)	6 (24%)	1 (4%)	7 (28%)	25
Other	0 (0%)	2 (28.6%)	4 (57.1%)	0 (0%)	1 (14.3%)	7
Location:						
Cambridge	79 (44.6%)	49 (27.7%)	17 (9.6%)	15 (8.5%)	17 (9.6%)	177
East Cambridge	5 (16.7%)	14 (46.7%)	10 (33.3%)	1 (3.3%)	0 (0%)	30
Fenland	4 (13.8%)	7 (24.1%)	15 (51.7%)	0 (0%)	3 (10.3%)	29
Huntingdonshire	9 (13.2%)	20 (29.4%)	27 (39.7%)	7 (10.3%)	5 (7.4%)	68
South Cambridgeshire	68 (22.5%)	88 (29.1%)	113 (37.4%)	18 (6%)	15 (5%)	302
Walk for commuting						
Daily	30 (33%)	20 (22%)	25 (27.5%)	7 (7.7%)	9 (9.9%)	91
Weekly	47 (40.9%)	28 (24.3%)	20 (17.4%)	11 (9.6%)	9 (7.8%)	115
Fortnightly	6 (27.3%)	9 (40.9%)	7 (31.8%)	0 (0%)	0 (0%)	22
Monthly	10 (40%)	10 (40%)	4 (16%)	1 (4%)	0 (0%)	25
Less than monthly	28 (28%)	38 (38%)	26 (26%)	5 (5%)	3 (3%)	100
Never	51 (18.6%)	85 (31%)	103 (37.6%)	17 (6.2%)	18 (6.6%)	274
Walk for leisure						

Daily	78 (28.4%)	82 (29.8%)	81 (29.5%)	19 (6.9%)	15 (5.5%)	275
Weekly	67 (28.8%)	69 (29.6%)	70 (30%)	15 (6.4%)	12 (5.2%)	233
Fortnightly	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
Monthly	20 (34.5%)	18 (31%)	15 (25.9%)	2 (3.4%)	3 (5.2%)	58
Less than monthly	4 (10.5%)	14 (36.8%)	15 (39.5%)	4 (10.5%)	1 (2.6%)	38
Never	4 (14.3%)	7 (25%)	6 (21.4%)	1 (3.6%)	10 (35.7%)	28
Cycling for commuting						
Daily	86 (40.2%)	71 (33.2%)	36 (16.8%)	15 (7%)	6 (2.8%)	214
Weekly	34 (33%)	28 (27.2%)	28 (27.2%)	8 (7.8%)	5 (4.9%)	103
Fortnightly	4 (28.6%)	7 (50%)	2 (14.3%)	0 (0%)	1 (7.1%)	14
Monthly	8 (34.8%)	6 (26.1%)	8 (34.8%)	1 (4.3%)	0 (0%)	23
Less than monthly	9 (13.4%)	22 (32.8%)	26 (38.8%)	4 (6%)	6 (9%)	67
Never	34 (15.9%)	57 (26.6%)	86 (40.2%)	14 (6.5%)	23 (10.7%)	214
Cycling for leisure						
Daily	52 (40.6%)	34 (26.6%)	27 (21.1%)	10 (7.8%)	5 (3.9%)	128
Weekly	83 (31.3%)	90 (34%)	72 (27.2%)	14 (5.3%)	6 (2.3%)	265
Fortnightly	7 (15.2%)	14 (30.4%)	16 (34.8%)	5 (10.9%)	4 (8.7%)	46
Monthly	11 (20.8%)	12 (22.6%)	23 (43.4%)	3 (5.7%)	4 (7.5%)	53
Less than monthly	10 (18.9%)	20 (37.7%)	16 (30.2%)	2 (3.8%)	5 (9.4%)	53
Never	11 (12.2%)	21 (23.3%)	34 (37.8%)	8 (8.9%)	16 (17.8%)	90

East Cambridgeshire						
	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	94 (16.5%)	124 (21.8%)	282 (49.6%)	29 (5.1%)	39 (6.9%)	568

Disability that influences travel decisions:	8 (20%)	8 (20%)	19 (47.5%)	0 (0%)	5 (12.5%)	40
Age range:						
Under 15	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
15-24	8 (40%)	4 (20%)	6 (30%)	1 (5%)	1 (5%)	20
25-34	12 (26.7%)	8 (17.8%)	22 (48.9%)	1 (2.2%)	2 (4.4%)	45
35-44	26 (18.4%)	32 (22.7%)	70 (49.6%)	7 (5%)	6 (4.3%)	141
45-54	24 (15.4%)	46 (29.5%)	70 (44.9%)	8 (5.1%)	8 (5.1%)	156
55-64	12 (11.8%)	20 (19.6%)	55 (53.9%)	9 (8.8%)	6 (5.9%)	102
65-74	8 (11.4%)	11 (15.7%)	38 (54.3%)	3 (4.3%)	10 (14.3%)	70
75 and above	3 (20%)	1 (6.7%)	10 (66.7%)	0 (0%)	1 (6.7%)	15
Prefer not to say	1 (6.3%)	2 (12.5%)	8 (50%)	0 (0%)	5 (31.3%)	16
Usual mode of travel:						
Car driver	55 (14.7%)	83 (22.1%)	188 (50.1%)	20 (5.3%)	29 (7.7%)	375
Car passenger	6 (10.7%)	12 (21.4%)	29 (51.8%)	2 (3.6%)	7 (12.5%)	56
Van or lorry driver	3 (42.9%)	1 (14.3%)	1 (14.3%)	1 (14.3%)	1 (14.3%)	7
Bicycle	70 (21.1%)	79 (23.9%)	147 (44.4%)	21 (6.3%)	14 (4.2%)	331
Powered two-wheeler	3 (37.5%)	3 (37.5%)	2 (25%)	0 (0%)	0 (0%)	8
Bus user	7 (15.2%)	10 (21.7%)	19 (41.3%)	1 (2.2%)	9 (19.6%)	46
On foot	40 (18.4%)	48 (22.1%)	98 (45.2%)	9 (4.1%)	22 (10.1%)	217
Other	5 (10%)	13 (26%)	26 (52%)	2 (4%)	4 (8%)	50
Employment status:						
In education	6 (27.3%)	3 (13.6%)	10 (45.5%)	2 (9.1%)	1 (4.5%)	22
Employed	61 (16.7%)	88 (24%)	186 (50.8%)	16 (4.4%)	15 (4.1%)	366
Self-employed	11 (25.6%)	8 (18.6%)	18 (41.9%)	4 (9.3%)	2 (4.7%)	43
Unemployed	2 (50%)	1 (25%)	0 (0%)	0 (0%)	1 (25%)	4

A home-based worker	3 (8.1%)	4 (10.8%)	27 (73%)	2 (5.4%)	1 (2.7%)	37
A stay at home parent, carer or similar	2 (13.3%)	3 (20%)	7 (46.7%)	1 (6.7%)	2 (13.3%)	15
Retired	18 (18.4%)	17 (17.3%)	48 (49%)	3 (3.1%)	12 (12.2%)	98
Prefer not to say	2 (9.1%)	5 (22.7%)	9 (40.9%)	1 (4.5%)	5 (22.7%)	22
Other	0 (0%)	2 (33.3%)	3 (50%)	1 (16.7%)	0 (0%)	6
Location:						
Cambridge	24 (19.8%)	20 (16.5%)	65 (53.7%)	5 (4.1%)	7 (5.8%)	121
East Cambridge	4 (11.8%)	16 (47.1%)	4 (11.8%)	8 (23.5%)	2 (5.9%)	34
Fenland	5 (17.2%)	7 (24.1%)	15 (51.7%)	0 (0%)	2 (6.9%)	29
Huntingdonshire	9 (14.1%)	19 (29.7%)	29 (45.3%)	4 (6.3%)	3 (4.7%)	64
South Cambridgeshire	46 (15.6%)	53 (18%)	159 (54.1%)	12 (4.1%)	24 (8.2%)	294
Walk for commuting						
Daily	14 (19.7%)	14 (19.7%)	31 (43.7%)	3 (4.2%)	9 (12.7%)	71
Weekly	25 (25.3%)	23 (23.2%)	41 (41.4%)	5 (5.1%)	5 (5.1%)	99
Fortnightly	2 (10%)	5 (25%)	11 (55%)	1 (5%)	1 (5%)	20
Monthly	3 (14.3%)	4 (19%)	13 (61.9%)	0 (0%)	1 (4.8%)	21
Less than monthly	16 (16.8%)	31 (32.6%)	40 (42.1%)	4 (4.2%)	4 (4.2%)	95
Never	34 (13.4%)	46 (18.2%)	140 (55.3%)	15 (5.9%)	18 (7.1%)	253
Walk for leisure						
Daily	43 (18.3%)	53 (22.6%)	115 (48.9%)	9 (3.8%)	15 (6.4%)	235
Weekly	34 (15.7%)	47 (21.7%)	112 (51.6%)	12 (5.5%)	12 (5.5%)	217
Fortnightly	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
Monthly	11 (22%)	11 (22%)	22 (44%)	3 (6%)	3 (6%)	50
Less than monthly	3 (8.1%)	8 (21.6%)	20 (54.1%)	4 (10.8%)	2 (5.4%)	37
Never	3 (11.5%)	4 (15.4%)	11 (42.3%)	1 (3.8%)	7 (26.9%)	26

Cycling for commuting						
Daily	40 (22.3%)	48 (26.8%)	77 (43%)	8 (4.5%)	6 (3.4%)	179
Weekly	15 (16.9%)	22 (24.7%)	43 (48.3%)	6 (6.7%)	3 (3.4%)	89
Fortnightly	2 (15.4%)	4 (30.8%)	6 (46.2%)	0 (0%)	1 (7.7%)	13
Monthly	7 (31.8%)	3 (13.6%)	12 (54.5%)	0 (0%)	0 (0%)	22
Less than monthly	8 (12.5%)	18 (28.1%)	32 (50%)	1 (1.6%)	5 (7.8%)	64
Never	22 (11.1%)	29 (14.6%)	109 (55.1%)	14 (7.1%)	24 (12.1%)	198
Cycling for leisure						
Daily	28 (26.7%)	22 (21%)	45 (42.9%)	7 (6.7%)	3 (2.9%)	105
Weekly	46 (19.7%)	59 (25.3%)	107 (45.9%)	14 (6%)	7 (3%)	233
Fortnightly	5 (12.8%)	6 (15.4%)	23 (59%)	2 (5.1%)	3 (7.7%)	39
Monthly	4 (8%)	9 (18%)	32 (64%)	2 (4%)	3 (6%)	50
Less than monthly	6 (10.9%)	14 (25.5%)	27 (49.1%)	1 (1.8%)	7 (12.7%)	55
Never	5 (5.9%)	14 (16.5%)	47 (55.3%)	3 (3.5%)	16 (18.8%)	85

Huntingdonshire						
	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	82 (15%)	98 (17.9%)	308 (56.3%)	25 (4.6%)	34 (6.2%)	547
Disability that influences travel decisions:	8 (20.5%)	6 (15.4%)	16 (41%)	3 (7.7%)	6 (15.4%)	39
Age range:						
Under 15	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
15-24	5 (26.3%)	3 (15.8%)	9 (47.4%)	1 (5.3%)	1 (5.3%)	19
25-34	13 (27.7%)	6 (12.8%)	24 (51.1%)	1 (2.1%)	3 (6.4%)	47
35-44	23 (16.5%)	24 (17.3%)	82 (59%)	4 (2.9%)	6 (4.3%)	139

45-54	23 (15.3%)	37 (24.7%)	75 (50%)	9 (6%)	6 (4%)	150
55-64	13 (12.9%)	18 (17.8%)	54 (53.5%)	7 (6.9%)	9 (8.9%)	101
65-74	3 (5%)	7 (11.7%)	43 (71.7%)	2 (3.3%)	5 (8.3%)	60
75 and above	1 (8.3%)	1 (8.3%)	10 (83.3%)	0 (0%)	0 (0%)	12
Prefer not to say	1 (6.7%)	2 (13.3%)	8 (53.3%)	0 (0%)	4 (26.7%)	15
Usual mode of travel:						
Car driver	52 (14.5%)	61 (17%)	206 (57.4%)	19 (5.3%)	21 (5.8%)	359
Car passenger	5 (9.1%)	9 (16.4%)	33 (60%)	1 (1.8%)	7 (12.7%)	55
Van or lorry driver	2 (33.3%)	1 (16.7%)	2 (33.3%)	0 (0%)	1 (16.7%)	6
Bicycle	62 (19.7%)	55 (17.5%)	174 (55.2%)	9 (2.9%)	15 (4.8%)	315
Powered two-wheeler	2 (25%)	2 (25%)	3 (37.5%)	0 (0%)	1 (12.5%)	8
Bus user	1 (2.5%)	9 (22.5%)	22 (55%)	1 (2.5%)	7 (17.5%)	40
On foot	33 (15.8%)	33 (15.8%)	120 (57.4%)	6 (2.9%)	17 (8.1%)	209
Other	5 (10%)	9 (18%)	27 (54%)	2 (4%)	7 (14%)	50
Employment status:						
In education	4 (19%)	5 (23.8%)	12 (57.1%)	0 (0%)	0 (0%)	21
Employed	58 (16.2%)	66 (18.4%)	200 (55.9%)	16 (4.5%)	18 (5%)	358
Self-employed	9 (22.5%)	7 (17.5%)	19 (47.5%)	3 (7.5%)	2 (5%)	40
Unemployed	1 (25%)	0 (0%)	1 (25%)	0 (0%)	2 (50%)	4
A home-based worker	2 (5%)	5 (12.5%)	27 (67.5%)	4 (10%)	2 (5%)	40
A stay at home parent, carer or similar	3 (20%)	1 (6.7%)	8 (53.3%)	1 (6.7%)	2 (13.3%)	15
Retired	10 (11.6%)	16 (18.6%)	55 (64%)	1 (1.2%)	4 (4.7%)	86
Prefer not to say	3 (14.3%)	3 (14.3%)	9 (42.9%)	0 (0%)	6 (28.6%)	21
Other	0 (0%)	0 (0%)	5 (83.3%)	1 (16.7%)	0 (0%)	6
Location:						

Cambridge	17 (14.4%)	16 (13.6%)	75 (63.6%)	4 (3.4%)	6 (5.1%)	118
East Cambridge	3 (11.1%)	8 (29.6%)	15 (55.6%)	1 (3.7%)	0 (0%)	27
Fenland	4 (13.8%)	7 (24.1%)	15 (51.7%)	0 (0%)	3 (10.3%)	29
Huntingdonshire	18 (23.7%)	20 (26.3%)	7 (9.2%)	15 (19.7%)	16 (21.1%)	76
South Cambridgeshire	34 (12.6%)	40 (14.8%)	184 (68.1%)	4 (1.5%)	8 (3%)	270
Walk for commuting						
Daily	9 (13.4%)	10 (14.9%)	36 (53.7%)	2 (3%)	10 (14.9%)	67
Weekly	21 (105%)	21 (105%)	45 (225%)	4 (20%)	4 (20%)	20
Fortnightly	1 (1.1%)	4 (4.3%)	14 (15.2%)	1 (1.1%)	0 (0%)	92
Monthly	3 (1.2%)	3 (1.2%)	12 (4.9%)	1 (0.4%)	1 (0.4%)	244
Less than monthly	17 (7.4%)	20 (8.7%)	52 (22.7%)	2 (0.9%)	1 (0.4%)	229
Never	31 (15.2%)	38 (18.6%)	144 (70.6%)	14 (6.9%)	17 (8.3%)	204
Walk for leisure						
Daily	36 (15.7%)	39 (17%)	132 (57.6%)	12 (5.2%)	10 (4.4%)	229
Weekly	32 (15.7%)	39 (19.1%)	117 (57.4%)	5 (2.5%)	11 (5.4%)	204
Fortnightly	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
Monthly	9 (17.6%)	9 (17.6%)	27 (52.9%)	3 (5.9%)	3 (5.9%)	51
Less than monthly	1 (3%)	5 (15.2%)	22 (66.7%)	3 (9.1%)	2 (6.1%)	33
Never	4 (16%)	4 (16%)	8 (32%)	2 (8%)	7 (28%)	25
Cycling for commuting						
Daily	33 (19.4%)	34 (20%)	92 (54.1%)	3 (1.8%)	8 (4.7%)	170
Weekly	12 (14.5%)	11 (13.3%)	50 (60.2%)	7 (8.4%)	3 (3.6%)	83
Fortnightly	1 (7.1%)	4 (28.6%)	8 (57.1%)	1 (7.1%)	0 (0%)	14
Monthly	5 (22.7%)	5 (22.7%)	11 (50%)	0 (0%)	1 (4.5%)	22
Less than monthly	10 (15.2%)	15 (22.7%)	34 (51.5%)	3 (4.5%)	4 (6.1%)	66
Never	21 (11.2%)	28 (14.9%)	110 (58.5%)	11 (5.9%)	18 (9.6%)	188

Cycling for leisure						
Daily	21 (20.2%)	21 (20.2%)	50 (48.1%)	4 (3.8%)	8 (7.7%)	104
Weekly	45 (19.9%)	41 (18.1%)	123 (54.4%)	10 (4.4%)	7 (3.1%)	226
Fortnightly	3 (7.9%)	5 (13.2%)	26 (68.4%)	2 (5.3%)	2 (5.3%)	38
Monthly	6 (12%)	8 (16%)	31 (62%)	3 (6%)	2 (4%)	50
Less than monthly	4 (8.3%)	10 (20.8%)	26 (54.2%)	4 (8.3%)	4 (8.3%)	48
Never	3 (3.8%)	12 (15.2%)	51 (64.6%)	2 (2.5%)	11 (13.9%)	79

Fenland						
	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	77 (14.4%)	102 (19%)	299 (55.8%)	29 (5.4%)	29 (5.4%)	536
Disability that influences travel decisions:	6 (15%)	8 (20%)	19 (47.5%)	2 (5%)	5 (12.5%)	40
Age range:						
Under 15	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
15-24	6 (31.6%)	3 (15.8%)	8 (42.1%)	2 (10.5%)	0 (0%)	19
25-34	11 (25%)	10 (22.7%)	20 (45.5%)	2 (4.5%)	1 (2.3%)	44
35-44	18 (13%)	27 (19.6%)	82 (59.4%)	6 (4.3%)	5 (3.6%)	138
45-54	23 (15.5%)	36 (24.3%)	74 (50%)	11 (7.4%)	4 (2.7%)	148
55-64	13 (13.5%)	15 (15.6%)	56 (58.3%)	4 (4.2%)	8 (8.3%)	96
65-74	4 (6.6%)	8 (13.1%)	39 (63.9%)	3 (4.9%)	7 (11.5%)	61
75 and above	1 (8.3%)	1 (8.3%)	10 (83.3%)	0 (0%)	0 (0%)	12
Prefer not to say	1 (6.7%)	2 (13.3%)	7 (46.7%)	1 (6.7%)	4 (26.7%)	15
Usual mode of travel:						

Car driver	44 (12.5%)	68 (19.4%)	195 (55.6%)	23 (6.6%)	21 (6%)	351
Car passenger	5 (9.4%)	9 (17%)	32 (60.4%)	1 (1.9%)	6 (11.3%)	53
Van or lorry driver	2 (33.3%)	1 (16.7%)	2 (33.3%)	0 (0%)	1 (16.7%)	6
Bicycle	55 (17.6%)	65 (20.8%)	166 (53.2%)	16 (5.1%)	10 (3.2%)	312
Powered two-wheeler	2 (22.2%)	4 (44.4%)	3 (33.3%)	0 (0%)	0 (0%)	9
Bus user	1 (2.4%)	10 (24.4%)	21 (51.2%)	1 (2.4%)	8 (19.5%)	41
On foot	30 (14.6%)	39 (19%)	112 (54.6%)	7 (3.4%)	17 (8.3%)	205
Other	5 (10.2%)	11 (22.4%)	22 (44.9%)	5 (10.2%)	6 (12.2%)	49
Employment status:						
In education	5 (23.8%)	5 (23.8%)	10 (47.6%)	1 (4.8%)	0 (0%)	21
Employed	49 (14%)	70 (20%)	197 (56.3%)	21 (6%)	13 (3.7%)	350
Self-employed	9 (23.7%)	7 (18.4%)	17 (44.7%)	3 (7.9%)	2 (5.3%)	38
Unemployed	2 (40%)	1 (20%)	0 (0%)	1 (20%)	1 (20%)	5
A home-based worker	3 (7.7%)	6 (15.4%)	24 (61.5%)	3 (7.7%)	3 (7.7%)	39
A stay at home parent, carer or similar	3 (20%)	3 (20%)	8 (53.3%)	1 (6.7%)	0 (0%)	15
Retired	12 (14.1%)	12 (14.1%)	54 (63.5%)	2 (2.4%)	5 (5.9%)	85
Prefer not to say	2 (9.5%)	5 (23.8%)	8 (38.1%)	1 (4.8%)	5 (23.8%)	21
Other	0 (0%)	1 (16.7%)	5 (83.3%)	0 (0%)	0 (0%)	6
Location:						
Cambridge	19 (16.1%)	16 (13.6%)	72 (61%)	6 (5.1%)	5 (4.2%)	118
East Cambridge	3 (11.1%)	8 (29.6%)	14 (51.9%)	2 (7.4%)	0 (0%)	27
Fenland	8 (23.5%)	8 (23.5%)	5 (14.7%)	9 (26.5%)	4 (11.8%)	34
Huntingdonshire	8 (12.3%)	18 (27.7%)	29 (44.6%)	3 (4.6%)	7 (10.8%)	65
South Cambridgeshire	33 (12.4%)	45 (16.9%)	171 (64.3%)	6 (2.3%)	11 (4.1%)	266
Walk for commuting						
Daily	12 (17.9%)	12 (17.9%)	34 (50.7%)	2 (3%)	7 (10.4%)	67

Weekly	19 (20.4%)	21 (22.6%)	44 (47.3%)	5 (5.4%)	4 (4.3%)	93
Fortnightly	2 (10%)	4 (20%)	9 (45%)	2 (10%)	3 (15%)	20
Monthly	3 (15%)	2 (10%)	12 (60%)	3 (15%)	0 (0%)	20
Less than monthly	13 (14.4%)	26 (28.9%)	48 (53.3%)	3 (3.3%)	0 (0%)	90
Never	28 (11.8%)	36 (15.1%)	147 (61.8%)	13 (5.5%)	14 (5.9%)	238
Walk for leisure						
Daily	33 (14.8%)	45 (20.2%)	123 (55.2%)	12 (5.4%)	10 (4.5%)	223
Weekly	30 (14.9%)	40 (19.9%)	116 (57.7%)	7 (3.5%)	8 (4%)	201
Fortnightly	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
Monthly	11 (21.6%)	6 (11.8%)	28 (54.9%)	4 (7.8%)	2 (3.9%)	51
Less than monthly	1 (3%)	5 (15.2%)	21 (63.6%)	5 (15.2%)	1 (3%)	33
Never	2 (8%)	5 (20%)	10 (40%)	1 (4%)	7 (28%)	25
Cycling for commuting						
Daily	34 (20.1%)	35 (20.7%)	91 (53.8%)	5 (3%)	4 (2.4%)	169
Weekly	11 (13.3%)	16 (19.3%)	51 (61.4%)	4 (4.8%)	1 (1.2%)	83
Fortnightly	1 (7.7%)	2 (15.4%)	10 (76.9%)	0 (0%)	0 (0%)	13
Monthly	7 (33.3%)	4 (19%)	9 (42.9%)	0 (0%)	1 (4.8%)	21
Less than monthly	8 (12.5%)	16 (25%)	34 (53.1%)	3 (4.7%)	3 (4.7%)	64
Never	16 (8.7%)	29 (15.8%)	101 (55.2%)	17 (9.3%)	20 (10.9%)	183
Cycling for leisure						
Daily	22 (21.4%)	20 (19.4%)	52 (50.5%)	6 (5.8%)	3 (2.9%)	103
Weekly	40 (18%)	47 (21.2%)	119 (53.6%)	11 (5%)	5 (2.3%)	222
Fortnightly	3 (8.6%)	5 (14.3%)	23 (65.7%)	3 (8.6%)	1 (2.9%)	35
Monthly	4 (8.3%)	7 (14.6%)	32 (66.7%)	4 (8.3%)	1 (2.1%)	48
Less than monthly	4 (8.2%)	12 (24.5%)	26 (53.1%)	1 (2%)	6 (12.2%)	49
Never	4 (5.1%)	11 (14.1%)	46 (59%)	4 (5.1%)	13 (16.7%)	78

South Cambridgeshire						
	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	127 (20.9%)	142 (23.4%)	166 (27.3%)	67 (11%)	106 (17.4%)	608
Disability that influences travel decisions:	9 (20.5%)	10 (22.7%)	14 (31.8%)	4 (9.1%)	7 (15.9%)	44
Age range:						
Under 15	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
15-24	7 (33.3%)	4 (19%)	5 (23.8%)	4 (19%)	1 (4.8%)	21
25-34	14 (29.8%)	11 (23.4%)	15 (31.9%)	3 (6.4%)	4 (8.5%)	47
35-44	35 (24.1%)	29 (20%)	45 (31%)	17 (11.7%)	19 (13.1%)	145
45-54	33 (21%)	44 (28%)	40 (25.5%)	12 (7.6%)	28 (17.8%)	157
55-64	21 (17.9%)	28 (23.9%)	31 (26.5%)	20 (17.1%)	17 (14.5%)	117
65-74	11 (13.4%)	20 (24.4%)	18 (22%)	9 (11%)	24 (29.3%)	82
75 and above	5 (23.8%)	2 (9.5%)	5 (23.8%)	2 (9.5%)	7 (33.3%)	21
Prefer not to say	1 (6.7%)	3 (20%)	5 (33.3%)	0 (0%)	6 (40%)	15
Usual mode of travel:						
Car driver	76 (19%)	94 (23.4%)	103 (25.7%)	44 (11%)	84 (20.9%)	401
Car passenger	10 (16.7%)	13 (21.7%)	13 (21.7%)	9 (15%)	15 (25%)	60
Van or lorry driver	2 (28.6%)	2 (28.6%)	1 (14.3%)	0 (0%)	2 (28.6%)	7
Bicycle	90 (25.6%)	96 (27.3%)	85 (24.1%)	39 (11.1%)	42 (11.9%)	352
Powered two-wheeler	5 (55.6%)	3 (33.3%)	1 (11.1%)	0 (0%)	0 (0%)	9
Bus user	9 (15.8%)	17 (29.8%)	12 (21.1%)	3 (5.3%)	16 (28.1%)	57
On foot	50 (21.6%)	57 (24.7%)	62 (26.8%)	22 (9.5%)	40 (17.3%)	231
Other	5 (10.2%)	13 (26.5%)	19 (38.8%)	4 (8.2%)	8 (16.3%)	49

Employment status:						
In education	7 (29.2%)	4 (16.7%)	5 (20.8%)	6 (25%)	2 (8.3%)	24
Employed	83 (22.1%)	87 (23.2%)	109 (29.1%)	43 (11.5%)	53 (14.1%)	375
Self-employed	10 (21.7%)	10 (21.7%)	11 (23.9%)	7 (15.2%)	8 (17.4%)	46
Unemployed	1 (25%)	1 (25%)	1 (25%)	0 (0%)	1 (25%)	4
A home-based worker	5 (11.6%)	12 (27.9%)	22 (51.2%)	0 (0%)	4 (9.3%)	43
A stay at home parent, carer or similar	3 (18.8%)	3 (18.8%)	7 (43.8%)	0 (0%)	3 (18.8%)	16
Retired	23 (20.7%)	27 (24.3%)	22 (19.8%)	12 (10.8%)	27 (24.3%)	111
Prefer not to say	4 (14.8%)	5 (18.5%)	6 (22.2%)	1 (3.7%)	11 (40.7%)	27
Other	1 (12.5%)	3 (37.5%)	1 (12.5%)	1 (12.5%)	2 (25%)	8
Location:						
Cambridge	28 (23.7%)	19 (16.1%)	60 (50.8%)	4 (3.4%)	7 (5.9%)	118
East Cambridge	4 (14.3%)	8 (28.6%)	16 (57.1%)	0 (0%)	0 (0%)	28
Fenland	4 (14.8%)	7 (25.9%)	14 (51.9%)	0 (0%)	2 (7.4%)	27
Huntingdonshire	10 (15.4%)	15 (23.1%)	30 (46.2%)	3 (4.6%)	7 (10.8%)	65
South Cambridgeshire	74 (21.7%)	82 (24%)	44 (12.9%)	58 (17%)	83 (24.3%)	341
Walk for commuting						
Daily	15 (21.1%)	11 (15.5%)	24 (33.8%)	6 (8.5%)	15 (21.1%)	71
Weekly	29 (28.7%)	23 (22.8%)	24 (23.8%)	12 (11.9%)	13 (12.9%)	101
Fortnightly	3 (15%)	6 (30%)	9 (45%)	0 (0%)	2 (10%)	20
Monthly	7 (31.8%)	5 (22.7%)	8 (36.4%)	0 (0%)	2 (9.1%)	22
Less than monthly	24 (23.5%)	32 (31.4%)	20 (19.6%)	13 (12.7%)	13 (12.7%)	102
Never	48 (17.1%)	62 (22.1%)	77 (27.4%)	34 (12.1%)	60 (21.4%)	281
Walk for leisure						
Daily	57 (22.1%)	58 (22.5%)	75 (29.1%)	20 (7.8%)	48 (18.6%)	258

Weekly	46 (20.2%)	58 (25.4%)	60 (26.3%)	32 (14%)	32 (14%)	228
Fortnightly	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
Monthly	17 (32.1%)	13 (24.5%)	12 (22.6%)	5 (9.4%)	6 (11.3%)	53
Less than monthly	4 (11.4%)	6 (17.1%)	14 (40%)	7 (20%)	4 (11.4%)	35
Never	3 (10%)	5 (16.7%)	5 (16.7%)	2 (6.7%)	15 (50%)	30
Cycling for commuting						
Daily	53 (28.8%)	53 (28.8%)	44 (23.9%)	16 (8.7%)	18 (9.8%)	184
Weekly	24 (24.7%)	20 (20.6%)	26 (26.8%)	14 (14.4%)	13 (13.4%)	97
Fortnightly	2 (15.4%)	4 (30.8%)	3 (23.1%)	2 (15.4%)	2 (15.4%)	13
Monthly	7 (31.8%)	2 (9.1%)	5 (22.7%)	5 (22.7%)	3 (13.6%)	22
Less than monthly	8 (11.1%)	22 (30.6%)	20 (27.8%)	11 (15.3%)	11 (15.3%)	72
Never	33 (15.3%)	39 (18.1%)	67 (31%)	18 (8.3%)	59 (27.3%)	216
Cycling for leisure						
Daily	31 (28.2%)	25 (22.7%)	33 (30%)	7 (6.4%)	14 (12.7%)	110
Weekly	61 (24.4%)	68 (27.2%)	69 (27.6%)	25 (10%)	27 (10.8%)	250
Fortnightly	6 (15%)	10 (25%)	12 (30%)	4 (10%)	8 (20%)	40
Monthly	10 (18.9%)	9 (17%)	12 (22.6%)	11 (20.8%)	11 (20.8%)	53
Less than monthly	7 (12.1%)	16 (27.6%)	14 (24.1%)	8 (13.8%)	13 (22.4%)	58
Never	12 (12.6%)	13 (13.7%)	26 (27.4%)	11 (11.6%)	33 (34.7%)	95

How far do you agree the chosen walking routes are the right ones to encourage more people to walk more often?

Cambridge						
	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	151 (24.1%)	158 (25.2%)	262 (41.9%)	30 (4.8%)	25 (4%)	626
Disability that influences travel decisions:	11 (24.4%)	11 (24.4%)	13 (28.9%)	6 (13.3%)	4 (8.9%)	45
Age range:						
Under 15	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
15-24	6 (31.6%)	4 (21.1%)	8 (42.1%)	0 (0%)	1 (5.3%)	19
25-34	21 (38.9%)	15 (27.8%)	13 (24.1%)	5 (9.3%)	0 (0%)	54
35-44	39 (26.2%)	37 (24.8%)	65 (43.6%)	5 (3.4%)	3 (2%)	149
45-54	39 (23.2%)	43 (25.6%)	74 (44%)	9 (5.4%)	3 (1.8%)	168
55-64	18 (16.1%)	31 (27.7%)	49 (43.8%)	7 (6.3%)	7 (6.3%)	112
65-74	17 (20.7%)	21 (25.6%)	37 (45.1%)	1 (1.2%)	6 (7.3%)	82
75 and above	7 (30.4%)	4 (17.4%)	9 (39.1%)	3 (13%)	0 (0%)	23
Prefer not to say	3 (20%)	2 (13.3%)	5 (33.3%)	0 (0%)	5 (33.3%)	15
Usual mode of travel:						
Car driver	71 (18.3%)	90 (23.1%)	193 (49.6%)	20 (5.1%)	15 (3.9%)	389
Car passenger	11 (16.7%)	15 (22.7%)	28 (42.4%)	6 (9.1%)	6 (9.1%)	66
Van or lorry driver	3 (42.9%)	2 (28.6%)	2 (28.6%)	0 (0%)	0 (0%)	7
Bicycle	112 (29.2%)	106 (27.6%)	136 (35.4%)	19 (4.9%)	11 (2.9%)	384
Powered two-wheeler	4 (50%)	3 (37.5%)	0 (0%)	0 (0%)	1 (12.5%)	8
Bus user	11 (19.3%)	12 (21.1%)	22 (38.6%)	4 (7%)	8 (14%)	57
On foot	73 (29%)	65 (25.8%)	80 (31.7%)	18 (7.1%)	16 (6.3%)	252
Other	10 (20.4%)	14 (28.6%)	19 (38.8%)	4 (8.2%)	2 (4.1%)	49

Employment status:						
In education	7 (33.3%)	4 (19%)	9 (42.9%)	0 (0%)	1 (4.8%)	21
Employed	91 (23.6%)	101 (26.2%)	165 (42.7%)	19 (4.9%)	10 (2.6%)	386
Self-employed	22 (41.5%)	10 (18.9%)	18 (34%)	2 (3.8%)	1 (1.9%)	53
Unemployed	2 (50%)	0 (0%)	1 (25%)	0 (0%)	1 (25%)	4
A home-based worker	9 (20.9%)	9 (20.9%)	22 (51.2%)	2 (4.7%)	1 (2.3%)	43
A stay at home parent, carer or similar	5 (27.8%)	2 (11.1%)	10 (55.6%)	1 (5.6%)	0 (0%)	18
Retired	29 (24%)	31 (25.6%)	49 (40.5%)	6 (5%)	6 (5%)	121
Prefer not to say	3 (12.5%)	7 (29.2%)	8 (33.3%)	1 (4.2%)	5 (20.8%)	24
Other	0 (0%)	3 (50%)	2 (33.3%)	1 (16.7%)	0 (0%)	6
Location:						
Cambridge	70 (41.2%)	37 (21.8%)	37 (21.8%)	17 (10%)	9 (5.3%)	170
East Cambridge	3 (10.3%)	8 (27.6%)	15 (51.7%)	2 (6.9%)	1 (3.4%)	29
Fenland	4 (13.8%)	7 (24.1%)	14 (48.3%)	1 (3.4%)	3 (10.3%)	29
Huntingdonshire	11 (15.9%)	17 (24.6%)	38 (55.1%)	2 (2.9%)	1 (1.4%)	69
South Cambridgeshire	52 (17.5%)	79 (26.6%)	150 (50.5%)	6 (2%)	10 (3.4%)	297
Walk for commuting						
Daily	32 (36.4%)	12 (13.6%)	33 (37.5%)	5 (5.7%)	6 (6.8%)	88
Weekly	41 (36.3%)	26 (23%)	32 (28.3%)	7 (6.2%)	7 (6.2%)	113
Fortnightly	4 (18.2%)	11 (50%)	6 (27.3%)	1 (4.5%)	0 (0%)	22
Monthly	10 (41.7%)	5 (20.8%)	8 (33.3%)	1 (4.2%)	0 (0%)	24
Less than monthly	22 (21.4%)	37 (35.9%)	38 (36.9%)	4 (3.9%)	2 (1.9%)	103
Never	39 (14.7%)	66 (24.8%)	140 (52.6%)	12 (4.5%)	9 (3.4%)	266
Walk for leisure						
Daily	72 (27%)	74 (27.7%)	98 (36.7%)	13 (4.9%)	10 (3.7%)	267

Weekly	56 (24%)	60 (25.8%)	99 (42.5%)	11 (4.7%)	7 (3%)	233
Fortnightly	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
Monthly	17 (29.8%)	12 (21.1%)	25 (43.9%)	2 (3.5%)	1 (1.8%)	57
Less than monthly	2 (5.4%)	7 (18.9%)	26 (70.3%)	1 (2.7%)	1 (2.7%)	37
Never	1 (3.7%)	5 (18.5%)	12 (44.4%)	3 (11.1%)	6 (22.2%)	27
Cycling for commuting						
Daily	77 (36.7%)	53 (25.2%)	66 (31.4%)	10 (4.8%)	4 (1.9%)	210
Weekly	28 (26.9%)	22 (21.2%)	45 (43.3%)	4 (3.8%)	5 (4.8%)	104
Fortnightly	4 (28.6%)	6 (42.9%)	3 (21.4%)	0 (0%)	1 (7.1%)	14
Monthly	6 (26.1%)	6 (26.1%)	11 (47.8%)	0 (0%)	0 (0%)	23
Less than monthly	5 (7.4%)	23 (33.8%)	36 (52.9%)	2 (2.9%)	2 (2.9%)	68
Never	31 (15.2%)	47 (23%)	99 (48.5%)	14 (6.9%)	13 (6.4%)	204
Cycling for leisure						
Daily	44 (34.6%)	28 (22%)	48 (37.8%)	4 (3.1%)	3 (2.4%)	127
Weekly	71 (27%)	76 (28.9%)	98 (37.3%)	12 (4.6%)	6 (2.3%)	263
Fortnightly	7 (15.2%)	14 (30.4%)	20 (43.5%)	5 (10.9%)	0 (0%)	46
Monthly	9 (17.3%)	9 (17.3%)	30 (57.7%)	1 (1.9%)	3 (5.8%)	52
Less than monthly	9 (17.6%)	15 (29.4%)	25 (49%)	0 (0%)	2 (3.9%)	51
Never	10 (11.9%)	16 (19%)	40 (47.6%)	8 (9.5%)	10 (11.9%)	84

East Cambridgeshire						
	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	89 (16%)	122 (22%)	299 (53.9%)	18 (3.2%)	27 (4.9%)	555
Disability that influences travel decisions:	9 (24.3%)	8 (21.6%)	17 (45.9%)	0 (0%)	3 (8.1%)	37

Age range:						
Under 15	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
15-24	8 (40%)	3 (15%)	7 (35%)	1 (5%)	1 (5%)	20
25-34	12 (27.3%)	9 (20.5%)	23 (52.3%)	0 (0%)	0 (0%)	44
35-44	24 (17.4%)	29 (21%)	79 (57.2%)	2 (1.4%)	4 (2.9%)	138
45-54	24 (15.7%)	40 (26.1%)	76 (49.7%)	7 (4.6%)	6 (3.9%)	153
55-64	10 (9.8%)	20 (19.6%)	60 (58.8%)	6 (5.9%)	6 (5.9%)	102
65-74	6 (9.1%)	17 (25.8%)	36 (54.5%)	2 (3%)	5 (7.6%)	66
75 and above	2 (13.3%)	3 (20%)	9 (60%)	0 (0%)	1 (6.7%)	15
Prefer not to say	3 (21.4%)	1 (7.1%)	6 (42.9%)	0 (0%)	4 (28.6%)	14
Usual mode of travel:						
Car driver	49 (13.4%)	80 (21.8%)	203 (55.3%)	15 (4.1%)	20 (5.4%)	367
Car passenger	7 (12.7%)	11 (20%)	28 (50.9%)	3 (5.5%)	6 (10.9%)	55
Van or lorry driver	3 (50%)	1 (16.7%)	1 (16.7%)	1 (16.7%)	0 (0%)	6
Bicycle	64 (19.7%)	80 (24.6%)	162 (49.8%)	10 (3.1%)	9 (2.8%)	325
Powered two-wheeler	3 (37.5%)	4 (50%)	1 (12.5%)	0 (0%)	0 (0%)	8
Bus user	5 (11.1%)	11 (24.4%)	19 (42.2%)	3 (6.7%)	7 (15.6%)	45
On foot	42 (19.4%)	45 (20.8%)	104 (48.1%)	10 (4.6%)	15 (6.9%)	216
Other	9 (19.1%)	10 (21.3%)	25 (53.2%)	1 (2.1%)	2 (4.3%)	47
Employment status:						
In education	6 (28.6%)	4 (19%)	8 (38.1%)	2 (9.5%)	1 (4.8%)	21
Employed	59 (16.5%)	79 (22.1%)	202 (56.4%)	10 (2.8%)	8 (2.2%)	358
Self-employed	10 (23.3%)	9 (20.9%)	20 (46.5%)	2 (4.7%)	2 (4.7%)	43
Unemployed	3 (75%)	0 (0%)	0 (0%)	0 (0%)	1 (25%)	4
A home-based worker	3 (7.9%)	6 (15.8%)	27 (71.1%)	1 (2.6%)	1 (2.6%)	38
A stay at home parent, carer or similar	4 (25%)	2 (12.5%)	8 (50%)	0 (0%)	2 (12.5%)	16

Retired	14 (15.1%)	22 (23.7%)	48 (51.6%)	2 (2.2%)	7 (7.5%)	93
Prefer not to say	2 (9.5%)	6 (28.6%)	8 (38.1%)	0 (0%)	5 (23.8%)	21
Other	0 (0%)	2 (33.3%)	3 (50%)	1 (16.7%)	0 (0%)	6
Location:						
Cambridge	24 (20.3%)	23 (19.5%)	61 (51.7%)	4 (3.4%)	6 (5.1%)	118
East Cambridge	4 (12.1%)	10 (30.3%)	13 (39.4%)	4 (12.1%)	2 (6.1%)	33
Fenland	4 (13.8%)	7 (24.1%)	15 (51.7%)	1 (3.4%)	2 (6.9%)	29
Huntingdonshire	12 (18.8%)	16 (25%)	35 (54.7%)	0 (0%)	1 (1.6%)	64
South Cambridgeshire	41 (14.3%)	57 (19.9%)	164 (57.3%)	9 (3.1%)	15 (5.2%)	286
Walk for commuting						
Daily	14 (20%)	13 (18.6%)	34 (48.6%)	3 (4.3%)	6 (8.6%)	70
Weekly	28 (29.5%)	21 (22.1%)	41 (43.2%)	0 (0%)	5 (5.3%)	95
Fortnightly	2 (10%)	6 (30%)	10 (50%)	2 (10%)	0 (0%)	20
Monthly	3 (15%)	4 (20%)	12 (60%)	0 (0%)	1 (5%)	20
Less than monthly	16 (16.7%)	26 (27.1%)	46 (47.9%)	3 (3.1%)	5 (5.2%)	96
Never	26 (10.6%)	50 (20.4%)	151 (61.6%)	8 (3.3%)	10 (4.1%)	245
Walk for leisure						
Daily	37 (15.9%)	61 (26.3%)	115 (49.6%)	6 (2.6%)	13 (5.6%)	232
Weekly	35 (16.9%)	41 (19.8%)	117 (56.5%)	8 (3.9%)	6 (2.9%)	207
Fortnightly	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
Monthly	12 (23.5%)	10 (19.6%)	26 (51%)	1 (2%)	2 (3.9%)	51
Less than monthly	3 (8.1%)	6 (16.2%)	26 (70.3%)	1 (2.7%)	1 (2.7%)	37
Never	1 (4%)	4 (16%)	13 (52%)	2 (8%)	5 (20%)	25
Cycling for commuting						
Daily	40 (22.9%)	40 (22.9%)	85 (48.6%)	5 (2.9%)	5 (2.9%)	175

Weekly	13 (14.9%)	18 (20.7%)	51 (58.6%)	2 (2.3%)	3 (3.4%)	87
Fortnightly	2 (15.4%)	5 (38.5%)	5 (38.5%)	0 (0%)	1 (7.7%)	13
Monthly	8 (36.4%)	1 (4.5%)	13 (59.1%)	0 (0%)	0 (0%)	22
Less than monthly	3 (4.6%)	21 (32.3%)	35 (53.8%)	2 (3.1%)	4 (6.2%)	65
Never	23 (12.1%)	36 (18.9%)	108 (56.8%)	9 (4.7%)	14 (7.4%)	190
Cycling for leisure						
Daily	26 (24.8%)	21 (20%)	52 (49.5%)	4 (3.8%)	2 (1.9%)	105
Weekly	41 (17.7%)	63 (27.3%)	116 (50.2%)	6 (2.6%)	5 (2.2%)	231
Fortnightly	4 (10.3%)	8 (20.5%)	23 (59%)	2 (5.1%)	2 (5.1%)	39
Monthly	5 (10%)	7 (14%)	33 (66%)	1 (2%)	4 (8%)	50
Less than monthly	6 (12.2%)	10 (20.4%)	27 (55.1%)	2 (4.1%)	4 (8.2%)	49
Never	7 (8.8%)	13 (16.3%)	47 (58.8%)	3 (3.8%)	10 (12.5%)	80

Huntingdonshire						
	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	84 (15.6%)	112 (20.7%)	306 (56.7%)	16 (3%)	22 (4.1%)	540
Disability that influences travel decisions:	10 (27%)	5 (13.5%)	16 (43.2%)	3 (8.1%)	3 (8.1%)	37
Age range:						
Under 15	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
15-24	5 (27.8%)	3 (16.7%)	9 (50%)	0 (0%)	1 (5.6%)	18
25-34	12 (27.3%)	9 (20.5%)	22 (50%)	0 (0%)	1 (2.3%)	44
35-44	25 (18.5%)	24 (17.8%)	80 (59.3%)	2 (1.5%)	4 (3%)	135
45-54	27 (17.6%)	37 (24.2%)	80 (52.3%)	6 (3.9%)	3 (2%)	153
55-64	9 (8.9%)	24 (23.8%)	56 (55.4%)	6 (5.9%)	6 (5.9%)	101

65-74	3 (5.1%)	12 (20.3%)	39 (66.1%)	2 (3.4%)	3 (5.1%)	59
75 and above	1 (8.3%)	1 (8.3%)	10 (83.3%)	0 (0%)	0 (0%)	12
Prefer not to say	2 (14.3%)	2 (14.3%)	6 (42.9%)	0 (0%)	4 (28.6%)	14
Usual mode of travel:						
Car driver	49 (14%)	69 (19.7%)	204 (58.1%)	14 (4%)	15 (4.3%)	351
Car passenger	6 (11.5%)	8 (15.4%)	30 (57.7%)	1 (1.9%)	7 (13.5%)	52
Van or lorry driver	3 (60%)	1 (20%)	1 (20%)	0 (0%)	0 (0%)	5
Bicycle	59 (18.8%)	71 (22.6%)	170 (54.1%)	5 (1.6%)	9 (2.9%)	314
Powered two-wheeler	1 (12.5%)	4 (50%)	2 (25%)	0 (0%)	1 (12.5%)	8
Bus user	2 (4.5%)	9 (20.5%)	26 (59.1%)	1 (2.3%)	6 (13.6%)	44
On foot	33 (15.9%)	40 (19.2%)	118 (56.7%)	6 (2.9%)	11 (5.3%)	208
Other	6 (12.8%)	10 (21.3%)	26 (55.3%)	2 (4.3%)	3 (6.4%)	47
Employment status:						
In education	5 (26.3%)	5 (26.3%)	9 (47.4%)	0 (0%)	0 (0%)	19
Employed	60 (16.9%)	74 (20.9%)	202 (57.1%)	9 (2.5%)	9 (2.5%)	354
Self-employed	10 (24.4%)	6 (14.6%)	22 (53.7%)	1 (2.4%)	2 (4.9%)	41
Unemployed	1 (25%)	0 (0%)	1 (25%)	0 (0%)	2 (50%)	4
A home-based worker	2 (5.1%)	6 (15.4%)	28 (71.8%)	2 (5.1%)	1 (2.6%)	39
A stay at home parent, carer or similar	3 (18.8%)	2 (12.5%)	8 (50%)	1 (6.3%)	2 (12.5%)	16
Retired	8 (9.5%)	20 (23.8%)	52 (61.9%)	1 (1.2%)	3 (3.6%)	84
Prefer not to say	3 (14.3%)	5 (23.8%)	7 (33.3%)	1 (4.8%)	5 (23.8%)	21
Other	0 (0%)	1 (16.7%)	4 (66.7%)	1 (16.7%)	0 (0%)	6
Location:						
Cambridge	21 (18.1%)	19 (16.4%)	68 (58.6%)	3 (2.6%)	5 (4.3%)	116
East Cambridge	1 (3.7%)	7 (25.9%)	16 (59.3%)	2 (7.4%)	1 (3.7%)	27

Fenland	4 (13.8%)	6 (20.7%)	16 (55.2%)	0 (0%)	3 (10.3%)	29
Huntingdonshire	16 (22.2%)	26 (36.1%)	16 (22.2%)	9 (12.5%)	5 (6.9%)	72
South Cambridgeshire	37 (13.7%)	43 (15.9%)	181 (67%)	2 (0.7%)	7 (2.6%)	270
Walk for commuting						
Daily	14 (20.9%)	10 (14.9%)	34 (50.7%)	3 (4.5%)	6 (9%)	67
Weekly	22 (23.7%)	21 (22.6%)	44 (47.3%)	3 (3.2%)	3 (3.2%)	93
Fortnightly	1 (5.3%)	5 (26.3%)	12 (63.2%)	1 (5.3%)	0 (0%)	19
Monthly	2 (10.5%)	4 (21.1%)	11 (57.9%)	1 (5.3%)	1 (5.3%)	19
Less than monthly	19 (20.2%)	22 (23.4%)	50 (53.2%)	2 (2.1%)	1 (1.1%)	94
Never	26 (10.8%)	47 (19.6%)	151 (62.9%)	6 (2.5%)	10 (4.2%)	240
Walk for leisure						
Daily	31 (13.8%)	53 (23.6%)	125 (55.6%)	6 (2.7%)	10 (4.4%)	225
Weekly	35 (17.3%)	42 (20.8%)	116 (57.4%)	4 (2%)	5 (2.5%)	202
Fortnightly	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
Monthly	12 (24%)	9 (18%)	26 (52%)	1 (2%)	2 (4%)	50
Less than monthly	2 (5.7%)	3 (8.6%)	28 (80%)	2 (5.7%)	0 (0%)	35
Never	3 (12.5%)	4 (16.7%)	9 (37.5%)	3 (12.5%)	5 (20.8%)	24
Cycling for commuting						
Daily	37 (22.2%)	33 (19.8%)	88 (52.7%)	4 (2.4%)	5 (3%)	167
Weekly	13 (15.1%)	12 (14%)	55 (64%)	2 (2.3%)	4 (4.7%)	86
Fortnightly	2 (15.4%)	3 (23.1%)	7 (53.8%)	1 (7.7%)	0 (0%)	13
Monthly	5 (22.7%)	5 (22.7%)	11 (50%)	1 (4.5%)	0 (0%)	22
Less than monthly	6 (9.1%)	19 (28.8%)	37 (56.1%)	1 (1.5%)	3 (4.5%)	66
Never	21 (11.5%)	38 (20.9%)	106 (58.2%)	7 (3.8%)	10 (5.5%)	182
Cycling for leisure						
Daily	21 (20.4%)	20 (19.4%)	53 (51.5%)	4 (3.9%)	5 (4.9%)	103

Weekly	44 (19.6%)	53 (23.6%)	117 (52%)	7 (3.1%)	4 (1.8%)	225
Fortnightly	3 (7.9%)	7 (18.4%)	26 (68.4%)	1 (2.6%)	1 (2.6%)	38
Monthly	6 (12.5%)	9 (18.8%)	29 (60.4%)	1 (2.1%)	3 (6.3%)	48
Less than monthly	4 (8.5%)	11 (23.4%)	29 (61.7%)	0 (0%)	3 (6.4%)	47
Never	6 (7.8%)	11 (14.3%)	51 (66.2%)	3 (3.9%)	6 (7.8%)	77

Fenland						
	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	84 (15.7%)	96 (18%)	317 (59.4%)	21 (3.9%)	16 (3%)	534
Disability that influences travel decisions:	7 (18.9%)	4 (10.8%)	21 (56.8%)	2 (5.4%)	3 (8.1%)	37
Age range:						
Under 15	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
15-24	7 (36.8%)	2 (10.5%)	10 (52.6%)	0 (0%)	0 (0%)	19
25-34	11 (25%)	10 (22.7%)	23 (52.3%)	0 (0%)	0 (0%)	44
35-44	27 (20.5%)	18 (13.6%)	80 (60.6%)	5 (3.8%)	2 (1.5%)	132
45-54	24 (15.9%)	34 (22.5%)	82 (54.3%)	8 (5.3%)	3 (2%)	151
55-64	9 (9.3%)	16 (16.5%)	64 (66%)	3 (3.1%)	5 (5.2%)	97
65-74	3 (4.9%)	13 (21.3%)	37 (60.7%)	5 (8.2%)	3 (4.9%)	61
75 and above	1 (8.3%)	1 (8.3%)	10 (83.3%)	0 (0%)	0 (0%)	12
Prefer not to say	2 (13.3%)	2 (13.3%)	8 (53.3%)	0 (0%)	3 (20%)	15
Usual mode of travel:						
Car driver	48 (13.7%)	59 (16.8%)	212 (60.4%)	21 (6%)	11 (3.1%)	351
Car passenger	6 (11.1%)	10 (18.5%)	31 (57.4%)	1 (1.9%)	6 (11.1%)	54

Van or lorry driver	2 (40%)	1 (20%)	2 (40%)	0 (0%)	0 (0%)	5
Bicycle	58 (18.9%)	62 (20.2%)	173 (56.4%)	7 (2.3%)	7 (2.3%)	307
Powered two-wheeler	2 (28.6%)	3 (42.9%)	2 (28.6%)	0 (0%)	0 (0%)	7
Bus user	3 (6.7%)	9 (20%)	26 (57.8%)	1 (2.2%)	6 (13.3%)	45
On foot	34 (16.7%)	37 (18.1%)	116 (56.9%)	7 (3.4%)	10 (4.9%)	204
Other	6 (12.8%)	9 (19.1%)	26 (55.3%)	3 (6.4%)	3 (6.4%)	47
Employment status:						
In education	6 (31.6%)	5 (26.3%)	8 (42.1%)	0 (0%)	0 (0%)	19
Employed	57 (16.5%)	62 (17.9%)	212 (61.3%)	10 (2.9%)	5 (1.4%)	346
Self-employed	8 (19.5%)	7 (17.1%)	23 (56.1%)	2 (4.9%)	1 (2.4%)	41
Unemployed	2 (40%)	1 (20%)	1 (20%)	0 (0%)	1 (20%)	5
A home-based worker	3 (7.7%)	5 (12.8%)	27 (69.2%)	2 (5.1%)	2 (5.1%)	39
A stay at home parent, carer or similar	3 (20%)	2 (13.3%)	9 (60%)	1 (6.7%)	0 (0%)	15
Retired	10 (11.9%)	18 (21.4%)	50 (59.5%)	4 (4.8%)	2 (2.4%)	84
Prefer not to say	2 (8.7%)	4 (17.4%)	11 (47.8%)	1 (4.3%)	5 (21.7%)	23
Other	0 (0%)	1 (16.7%)	4 (66.7%)	1 (16.7%)	0 (0%)	6
Location:						
Cambridge	20 (17.4%)	18 (15.7%)	70 (60.9%)	3 (2.6%)	4 (3.5%)	115
East Cambridge	1 (3.7%)	7 (25.9%)	16 (59.3%)	2 (7.4%)	1 (3.7%)	27
Fenland	9 (26.5%)	7 (20.6%)	9 (26.5%)	8 (23.5%)	1 (2.9%)	34
Huntingdonshire	12 (18.8%)	16 (25%)	34 (53.1%)	1 (1.6%)	1 (1.6%)	64
South Cambridgeshire	36 (13.4%)	41 (15.2%)	178 (66.2%)	6 (2.2%)	8 (3%)	269
Walk for commuting						
Daily	15 (22.7%)	9 (13.6%)	37 (56.1%)	0 (0%)	5 (7.6%)	66
Weekly	22 (25%)	15 (17%)	46 (52.3%)	3 (3.4%)	2 (2.3%)	88
Fortnightly	2 (10%)	4 (20%)	9 (45%)	4 (20%)	1 (5%)	20

Monthly	2 (10.5%)	3 (15.8%)	13 (68.4%)	1 (5.3%)	0 (0%)	19
Less than monthly	16 (17.8%)	23 (25.6%)	47 (52.2%)	2 (2.2%)	2 (2.2%)	90
Never	27 (11.1%)	41 (16.9%)	158 (65%)	11 (4.5%)	6 (2.5%)	243
Walk for leisure						
Daily	31 (13.9%)	49 (22%)	129 (57.8%)	8 (3.6%)	6 (2.7%)	223
Weekly	37 (18.7%)	32 (16.2%)	121 (61.1%)	5 (2.5%)	3 (1.5%)	198
Fortnightly	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
Monthly	12 (23.5%)	7 (13.7%)	27 (52.9%)	4 (7.8%)	1 (2%)	51
Less than monthly	2 (5.9%)	4 (11.8%)	26 (76.5%)	2 (5.9%)	0 (0%)	34
Never	1 (4%)	4 (16%)	13 (52%)	2 (8%)	5 (20%)	25
Cycling for commuting						
Daily	37 (22.4%)	29 (17.6%)	92 (55.8%)	3 (1.8%)	4 (2.4%)	165
Weekly	11 (13.1%)	12 (14.3%)	58 (69%)	2 (2.4%)	1 (1.2%)	84
Fortnightly	2 (15.4%)	3 (23.1%)	8 (61.5%)	0 (0%)	0 (0%)	13
Monthly	7 (31.8%)	2 (9.1%)	12 (54.5%)	1 (4.5%)	0 (0%)	22
Less than monthly	6 (9.4%)	19 (29.7%)	36 (56.3%)	1 (1.6%)	2 (3.1%)	64
Never	21 (11.5%)	30 (16.4%)	109 (59.6%)	14 (7.7%)	9 (4.9%)	183
Cycling for leisure						
Daily	24 (23.1%)	17 (16.3%)	58 (55.8%)	3 (2.9%)	2 (1.9%)	104
Weekly	40 (18.3%)	46 (21%)	124 (56.6%)	6 (2.7%)	3 (1.4%)	219
Fortnightly	3 (8.1%)	6 (16.2%)	25 (67.6%)	3 (8.1%)	0 (0%)	37
Monthly	5 (10.2%)	7 (14.3%)	33 (67.3%)	3 (6.1%)	1 (2%)	49
Less than monthly	6 (12.8%)	7 (14.9%)	30 (63.8%)	2 (4.3%)	2 (4.3%)	47
Never	6 (7.8%)	13 (16.9%)	46 (59.7%)	4 (5.2%)	8 (10.4%)	77

South Cambridgeshire

	Strongly support	Support	No opinion	Oppose	Strongly oppose	Total
Total	107 (18.3%)	135 (23.1%)	231 (39.5%)	47 (8%)	65 (11.1%)	585
Disability that influences travel decisions:	10 (24.4%)	6 (14.6%)	17 (41.5%)	4 (9.8%)	4 (9.8%)	41
Age range:						
Under 15	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
15-24	7 (35%)	4 (20%)	5 (25%)	3 (15%)	1 (5%)	20
25-34	12 (27.3%)	11 (25%)	18 (40.9%)	1 (2.3%)	2 (4.5%)	44
35-44	31 (22.1%)	24 (17.1%)	65 (46.4%)	9 (6.4%)	11 (7.9%)	140
45-54	28 (18.2%)	41 (26.6%)	57 (37%)	13 (8.4%)	15 (9.7%)	154
55-64	13 (11.7%)	28 (25.2%)	45 (40.5%)	13 (11.7%)	12 (10.8%)	111
65-74	11 (14.1%)	19 (24.4%)	26 (33.3%)	7 (9%)	15 (19.2%)	78
75 and above	3 (15%)	5 (25%)	7 (35%)	1 (5%)	4 (20%)	20
Prefer not to say	2 (13.3%)	3 (20%)	5 (33.3%)	0 (0%)	5 (33.3%)	15
Usual mode of travel:						
Car driver	64 (16.6%)	88 (22.9%)	153 (39.7%)	28 (7.3%)	52 (13.5%)	385
Car passenger	8 (13.8%)	14 (24.1%)	19 (32.8%)	6 (10.3%)	11 (19%)	58
Van or lorry driver	2 (28.6%)	1 (14.3%)	1 (14.3%)	2 (28.6%)	1 (14.3%)	7
Bicycle	73 (21.3%)	90 (26.3%)	123 (36%)	29 (8.5%)	27 (7.9%)	342
Powered two-wheeler	4 (44.4%)	5 (55.6%)	0 (0%)	0 (0%)	0 (0%)	9
Bus user	8 (15.1%)	13 (24.5%)	15 (28.3%)	3 (5.7%)	14 (26.4%)	53
On foot	48 (21.4%)	51 (22.8%)	73 (32.6%)	21 (9.4%)	31 (13.8%)	224
Other	6 (12.2%)	15 (30.6%)	21 (42.9%)	3 (6.1%)	4 (8.2%)	49
Employment status:						

In education	6 (28.6%)	5 (23.8%)	4 (19%)	3 (14.3%)	3 (14.3%)	21
Employed	66 (18%)	85 (23.2%)	157 (42.9%)	30 (8.2%)	28 (7.7%)	366
Self-employed	10 (22.2%)	8 (17.8%)	19 (42.2%)	4 (8.9%)	4 (8.9%)	45
Unemployed	2 (50%)	1 (25%)	0 (0%)	0 (0%)	1 (25%)	4
A home-based worker	5 (12.5%)	8 (20%)	23 (57.5%)	1 (2.5%)	3 (7.5%)	40
A stay at home parent, carer or similar	4 (23.5%)	1 (5.9%)	8 (47.1%)	1 (5.9%)	3 (17.6%)	17
Retired	21 (20%)	27 (25.7%)	34 (32.4%)	6 (5.7%)	17 (16.2%)	105
Prefer not to say	2 (7.7%)	6 (23.1%)	8 (30.8%)	1 (3.8%)	9 (34.6%)	26
Other	1 (14.3%)	3 (42.9%)	0 (0%)	2 (28.6%)	1 (14.3%)	7
Location:						
Cambridge	24 (20.3%)	22 (18.6%)	59 (50%)	7 (5.9%)	6 (5.1%)	118
East Cambridge	2 (7.1%)	6 (21.4%)	17 (60.7%)	2 (7.1%)	1 (3.6%)	28
Fenland	4 (14.8%)	7 (25.9%)	13 (48.1%)	1 (3.7%)	2 (7.4%)	27
Huntingdonshire	12 (19%)	15 (23.8%)	33 (52.4%)	1 (1.6%)	2 (3.2%)	63
South Cambridgeshire	59 (18.4%)	76 (23.7%)	99 (30.8%)	35 (10.9%)	52 (16.2%)	321
Walk for commuting						
Daily	18 (26.5%)	9 (13.2%)	25 (36.8%)	6 (8.8%)	10 (14.7%)	68
Weekly	29 (29.3%)	24 (24.2%)	31 (31.3%)	6 (6.1%)	9 (9.1%)	99
Fortnightly	3 (15%)	7 (35%)	6 (30%)	2 (10%)	2 (10%)	20
Monthly	3 (14.3%)	7 (33.3%)	9 (42.9%)	0 (0%)	2 (9.5%)	21
Less than monthly	20 (20%)	28 (28%)	35 (35%)	9 (9%)	8 (8%)	100
Never	33 (12.4%)	59 (22.1%)	119 (44.6%)	22 (8.2%)	34 (12.7%)	267
Walk for leisure						
Daily	47 (18.9%)	68 (27.3%)	84 (33.7%)	19 (7.6%)	31 (12.4%)	249
Weekly	41 (18.8%)	51 (23.4%)	89 (40.8%)	18 (8.3%)	19 (8.7%)	218
Fortnightly	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0

Monthly	12 (25%)	11 (22.9%)	20 (41.7%)	2 (4.2%)	3 (6.3%)	48
Less than monthly	4 (10.5%)	4 (10.5%)	24 (63.2%)	4 (10.5%)	2 (5.3%)	38
Never	2 (6.9%)	1 (3.4%)	13 (44.8%)	4 (13.8%)	9 (31%)	29
Cycling for commuting						
Daily	44 (24.4%)	45 (25%)	66 (36.7%)	13 (7.2%)	12 (6.7%)	180
Weekly	19 (20.2%)	20 (21.3%)	43 (45.7%)	6 (6.4%)	6 (6.4%)	94
Fortnightly	2 (15.4%)	8 (61.5%)	2 (15.4%)	0 (0%)	1 (7.7%)	13
Monthly	7 (33.3%)	2 (9.5%)	8 (38.1%)	2 (9.5%)	2 (9.5%)	21
Less than monthly	5 (7.1%)	23 (32.9%)	26 (37.1%)	11 (15.7%)	5 (7.1%)	70
Never	30 (14.7%)	36 (17.6%)	85 (41.7%)	15 (7.4%)	38 (18.6%)	204
Cycling for leisure						
Daily	28 (25%)	25 (22.3%)	46 (41.1%)	6 (5.4%)	7 (6.3%)	112
Weekly	48 (20.3%)	68 (28.8%)	86 (36.4%)	17 (7.2%)	17 (7.2%)	236
Fortnightly	4 (9.8%)	10 (24.4%)	16 (39%)	6 (14.6%)	5 (12.2%)	41
Monthly	6 (12%)	9 (18%)	23 (46%)	6 (12%)	6 (12%)	50
Less than monthly	8 (15.7%)	9 (17.6%)	22 (43.1%)	6 (11.8%)	6 (11.8%)	51
Never	13 (13.8%)	14 (14.9%)	37 (39.4%)	6 (6.4%)	24 (25.5%)	94

How often do you use walking routes for leisure?

	Daily	Weekly	Fortnightly	Monthly	Less than monthly	Never	Total
Total	333 (44.1%)	276 (36.6%)	0 (0%)	64 (8.5%)	46 (6.1%)	36 (4.8%)	755
Disability that influences travel decisions:	17 (27.9%)	17 (27.9%)	0 (0%)	9 (14.8%)	6 (9.8%)	12 (19.7%)	61
Age range:							
Under 15	1 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1
15-24	11 (52.4%)	6 (28.6%)	0 (0%)	1 (4.8%)	3 (14.3%)	0 (0%)	21
25-34	21 (37.5%)	22 (39.3%)	0 (0%)	10 (17.9%)	1 (1.8%)	2 (3.6%)	56
35-44	72 (43.4%)	69 (41.6%)	0 (0%)	16 (9.6%)	6 (3.6%)	3 (1.8%)	166
45-54	71 (37.6%)	74 (39.2%)	0 (0%)	19 (10.1%)	16 (8.5%)	9 (4.8%)	189
55-64	66 (45.8%)	47 (32.6%)	0 (0%)	10 (6.9%)	13 (9%)	8 (5.6%)	144
65-74	62 (51.2%)	42 (34.7%)	0 (0%)	5 (4.1%)	5 (4.1%)	7 (5.8%)	121
75 and above	18 (51.4%)	11 (31.4%)	0 (0%)	2 (5.7%)	1 (2.9%)	3 (8.6%)	35
Prefer not to say	7 (41.2%)	4 (23.5%)	0 (0%)	1 (5.9%)	1 (5.9%)	4 (23.5%)	17
Usual mode of travel:							
Car driver	213 (44.4%)	171 (35.6%)	0 (0%)	43 (9%)	30 (6.3%)	23 (4.8%)	480
Car passenger	42 (55.3%)	22 (28.9%)	0 (0%)	6 (7.9%)	4 (5.3%)	2 (2.6%)	76
Van or lorry driver	3 (33.3%)	4 (44.4%)	0 (0%)	0 (0%)	1 (11.1%)	1 (11.1%)	9
Bicycle	208 (46.4%)	158 (35.3%)	0 (0%)	47 (10.5%)	21 (4.7%)	14 (3.1%)	448
Powered two-wheeler	5 (50%)	3 (30%)	0 (0%)	2 (20%)	0 (0%)	0 (0%)	10
Bus user	32 (45.7%)	23 (32.9%)	0 (0%)	7 (10%)	5 (7.1%)	3 (4.3%)	70
On foot	173 (57.9%)	99 (33.1%)	0 (0%)	18 (6%)	6 (2%)	3 (1%)	299
Other	20 (32.8%)	19 (31.1%)	0 (0%)	7 (11.5%)	5 (8.2%)	10 (16.4%)	61
Employment status:							

In education	11 (42.3%)	12 (46.2%)	0 (0%)	1 (3.8%)	2 (7.7%)	0 (0%)	26
Employed	172 (40.1%)	165 (38.5%)	0 (0%)	42 (9.8%)	31 (7.2%)	19 (4.4%)	429
Self-employed	33 (49.3%)	16 (23.9%)	0 (0%)	9 (13.4%)	6 (9%)	3 (4.5%)	67
Unemployed	2 (40%)	1 (20%)	0 (0%)	1 (20%)	1 (20%)	0 (0%)	5
A home-based worker	29 (58%)	11 (22%)	0 (0%)	4 (8%)	2 (4%)	4 (8%)	50
A stay at home parent, carer or similar	13 (59.1%)	9 (40.9%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	22
Retired	94 (54.7%)	55 (32%)	0 (0%)	9 (5.2%)	7 (4.1%)	7 (4.1%)	172
Prefer not to say	11 (35.5%)	14 (45.2%)	0 (0%)	1 (3.2%)	0 (0%)	5 (16.1%)	31
Other	7 (87.5%)	1 (12.5%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	8
Location:							
Cambridge	84 (46.4%)	66 (36.5%)	0 (0%)	18 (9.9%)	7 (3.9%)	6 (3.3%)	181
East Cambridge	13 (35.1%)	14 (37.8%)	0 (0%)	2 (5.4%)	7 (18.9%)	1 (2.7%)	37
Fenland	18 (50%)	10 (27.8%)	0 (0%)	4 (11.1%)	4 (11.1%)	0 (0%)	36
Huntingdonshire	38 (44.7%)	32 (37.6%)	0 (0%)	6 (7.1%)	4 (4.7%)	5 (5.9%)	85
South Cambridgeshire	164 (42.9%)	140 (36.6%)	0 (0%)	33 (8.6%)	23 (6%)	22 (5.8%)	382
Walk for commuting							
Daily	69 (67%)	25 (24.3%)	0 (0%)	5 (4.9%)	2 (1.9%)	2 (1.9%)	103
Weekly	56 (42.1%)	63 (47.4%)	0 (0%)	11 (8.3%)	3 (2.3%)	0 (0%)	133
Fortnightly	13 (54.2%)	8 (33.3%)	0 (0%)	2 (8.3%)	0 (0%)	1 (4.2%)	24
Monthly	7 (25%)	17 (60.7%)	0 (0%)	2 (7.1%)	2 (7.1%)	0 (0%)	28
Less than monthly	41 (36.3%)	49 (43.4%)	0 (0%)	9 (8%)	14 (12.4%)	0 (0%)	113
Never	140 (40.9%)	110 (32.2%)	0 (0%)	35 (10.2%)	25 (7.3%)	32 (9.4%)	342
Cycling for commuting							
Daily	103 (42.4%)	96 (39.5%)	0 (0%)	27 (11.1%)	11 (4.5%)	6 (2.5%)	243
Weekly	56 (46.7%)	40 (33.3%)	0 (0%)	12 (10%)	8 (6.7%)	4 (3.3%)	120
Fortnightly	7 (41.2%)	7 (41.2%)	0 (0%)	3 (17.6%)	0 (0%)	0 (0%)	17

Monthly	9 (36%)	14 (56%)	0 (0%)	0 (0%)	2 (8%)	0 (0%)	25
Less than monthly	36 (47.4%)	31 (40.8%)	0 (0%)	4 (5.3%)	4 (5.3%)	1 (1.3%)	76
Never	120 (44.4%)	86 (31.9%)	0 (0%)	18 (6.7%)	21 (7.8%)	25 (9.3%)	270
Cycling for leisure							
Daily	83 (56.1%)	42 (28.4%)	0 (0%)	10 (6.8%)	8 (5.4%)	5 (3.4%)	148
Weekly	125 (41.7%)	137 (45.7%)	0 (0%)	23 (7.7%)	11 (3.7%)	4 (1.3%)	300
Fortnightly	21 (42.9%)	22 (44.9%)	0 (0%)	6 (12.2%)	0 (0%)	0 (0%)	49
Monthly	25 (39.1%)	20 (31.3%)	0 (0%)	12 (18.8%)	4 (6.3%)	3 (4.7%)	64
Less than monthly	31 (43.1%)	23 (31.9%)	0 (0%)	6 (8.3%)	9 (12.5%)	3 (4.2%)	72
Never	48 (40.7%)	30 (25.4%)	0 (0%)	7 (5.9%)	14 (11.9%)	19 (16.1%)	118

How often do you use walking routes for commuting/as your main mode of transport?

	Daily	Weekly	Fortnightly	Monthly	Less than monthly	Never	Total
Total	104 (13.9%)	134 (17.9%)	24 (3.2%)	28 (3.7%)	113 (15.1%)	344 (46.1%)	747
Disability that influences travel decisions:	13 (21.7%)	16 (26.7%)	3 (5%)	2 (3.3%)	2 (3.3%)	24 (40%)	60
Age range:							
Under 15	0 (0%)	1 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1
15-24	3 (14.3%)	6 (28.6%)	2 (9.5%)	1 (4.8%)	3 (14.3%)	6 (28.6%)	21
25-34	7 (12.3%)	20 (35.1%)	2 (3.5%)	5 (8.8%)	6 (10.5%)	17 (29.8%)	57
35-44	26 (15.7%)	34 (20.5%)	4 (2.4%)	3 (1.8%)	33 (19.9%)	66 (39.8%)	166
45-54	17 (9.4%)	26 (14.4%)	8 (4.4%)	8 (4.4%)	37 (20.4%)	85 (47%)	181
55-64	22 (15.3%)	20 (13.9%)	4 (2.8%)	6 (4.2%)	19 (13.2%)	73 (50.7%)	144
65-74	18 (15%)	21 (17.5%)	2 (1.7%)	3 (2.5%)	13 (10.8%)	63 (52.5%)	120
75 and above	5 (14.3%)	4 (11.4%)	1 (2.9%)	0 (0%)	1 (2.9%)	24 (68.6%)	35
Prefer not to say	3 (17.6%)	2 (11.8%)	1 (5.9%)	1 (5.9%)	1 (5.9%)	9 (52.9%)	17
Usual mode of travel:							
Car driver	44 (9.3%)	73 (15.5%)	12 (2.5%)	14 (3%)	69 (14.6%)	259 (55%)	471
Car passenger	10 (13.3%)	21 (28%)	5 (6.7%)	1 (1.3%)	7 (9.3%)	31 (41.3%)	75
Van or lorry driver	1 (12.5%)	1 (12.5%)	0 (0%)	0 (0%)	3 (37.5%)	3 (37.5%)	8
Bicycle	69 (15.4%)	104 (23.3%)	17 (3.8%)	18 (4%)	80 (17.9%)	159 (35.6%)	447
Powered two-wheeler	0 (0%)	5 (50%)	0 (0%)	1 (10%)	2 (20%)	2 (20%)	10
Bus user	14 (20.3%)	16 (23.2%)	2 (2.9%)	1 (1.4%)	7 (10.1%)	29 (42%)	69
On foot	63 (21.4%)	70 (23.7%)	10 (3.4%)	7 (2.4%)	41 (13.9%)	104 (35.3%)	295
Other	6 (10%)	15 (25%)	2 (3.3%)	1 (1.7%)	8 (13.3%)	28 (46.7%)	60
Employment status:							

In education	5 (19.2%)	4 (15.4%)	4 (15.4%)	1 (3.8%)	3 (11.5%)	9 (34.6%)	26
Employed	48 (11.3%)	81 (19.1%)	13 (3.1%)	16 (3.8%)	80 (18.8%)	187 (44%)	425
Self-employed	13 (20%)	11 (16.9%)	1 (1.5%)	1 (1.5%)	7 (10.8%)	32 (49.2%)	65
Unemployed	1 (20%)	1 (20%)	0 (0%)	1 (20%)	0 (0%)	2 (40%)	5
A home-based worker	10 (20%)	5 (10%)	6 (12%)	2 (4%)	3 (6%)	24 (48%)	50
A stay at home parent, carer or similar	7 (31.8%)	2 (9.1%)	0 (0%)	2 (9.1%)	4 (18.2%)	7 (31.8%)	22
Retired	24 (14%)	31 (18%)	4 (2.3%)	6 (3.5%)	15 (8.7%)	92 (53.5%)	172
Prefer not to say	5 (16.7%)	7 (23.3%)	0 (0%)	1 (3.3%)	4 (13.3%)	13 (43.3%)	30
Other	0 (0%)	0 (0%)	0 (0%)	0 (0%)	4 (50%)	4 (50%)	8
Location:							
Cambridge	46 (25.3%)	48 (26.4%)	8 (4.4%)	13 (7.1%)	19 (10.4%)	48 (26.4%)	182
East Cambridge	6 (16.2%)	3 (8.1%)	1 (2.7%)	1 (2.7%)	9 (24.3%)	17 (45.9%)	37
Fenland	9 (25%)	2 (5.6%)	3 (8.3%)	0 (0%)	5 (13.9%)	17 (47.2%)	36
Huntingdonshire	9 (10.7%)	14 (16.7%)	1 (1.2%)	3 (3.6%)	11 (13.1%)	46 (54.8%)	84
South Cambridgeshire	32 (8.5%)	62 (16.5%)	10 (2.7%)	11 (2.9%)	62 (16.5%)	199 (52.9%)	376
Walk for leisure							
Daily	69 (21.2%)	56 (17.2%)	13 (4%)	7 (2.1%)	41 (12.6%)	140 (42.9%)	326
Weekly	25 (9.2%)	63 (23.2%)	8 (2.9%)	17 (6.3%)	49 (18%)	110 (40.4%)	272
Fortnightly	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0
Monthly	5 (7.8%)	11 (17.2%)	2 (3.1%)	2 (3.1%)	9 (14.1%)	35 (54.7%)	64
Less than monthly	2 (4.3%)	3 (6.5%)	0 (0%)	2 (4.3%)	14 (30.4%)	25 (54.3%)	46
Never	2 (5.7%)	0 (0%)	1 (2.9%)	0 (0%)	0 (0%)	32 (91.4%)	35
Cycling for commuting							
Daily	50 (20.5%)	61 (25%)	10 (4.1%)	14 (5.7%)	50 (20.5%)	59 (24.2%)	244
Weekly	17 (14%)	41 (33.9%)	4 (3.3%)	5 (4.1%)	16 (13.2%)	38 (31.4%)	121
Fortnightly	1 (5.9%)	3 (17.6%)	3 (17.6%)	0 (0%)	3 (17.6%)	7 (41.2%)	17

Monthly	4 (16%)	5 (20%)	2 (8%)	2 (8%)	3 (12%)	9 (36%)	25
Less than monthly	8 (11%)	12 (16.4%)	1 (1.4%)	2 (2.7%)	24 (32.9%)	26 (35.6%)	73
Never	23 (8.7%)	12 (4.5%)	4 (1.5%)	5 (1.9%)	16 (6%)	205 (77.4%)	265
Cycling for leisure							
Daily	32 (21.5%)	29 (19.5%)	5 (3.4%)	8 (5.4%)	24 (16.1%)	51 (34.2%)	149
Weekly	37 (12.4%)	66 (22.1%)	11 (3.7%)	14 (4.7%)	51 (17.1%)	120 (40.1%)	299
Fortnightly	6 (12.2%)	8 (16.3%)	4 (8.2%)	1 (2%)	13 (26.5%)	17 (34.7%)	49
Monthly	3 (4.7%)	9 (14.1%)	0 (0%)	1 (1.6%)	9 (14.1%)	42 (65.6%)	64
Less than monthly	5 (7.7%)	9 (13.8%)	3 (4.6%)	2 (3.1%)	11 (16.9%)	35 (53.8%)	65
Never	21 (17.6%)	12 (10.1%)	1 (0.8%)	2 (1.7%)	5 (4.2%)	78 (65.5%)	119

How often do you use cycling routes for leisure?

	Daily	Weekly	Fortnightly	Monthly	Less than monthly	Never	Total
Total	150 (19.8%)	302 (39.9%)	49 (6.5%)	65 (8.6%)	72 (9.5%)	119 (15.7%)	757
Disability that influences travel decisions:	13 (21.3%)	17 (27.9%)	1 (1.6%)	3 (4.9%)	6 (9.8%)	21 (34.4%)	61
Age range:							
Under 15	1 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1
15-24	4 (19%)	6 (28.6%)	1 (4.8%)	7 (33.3%)	2 (9.5%)	1 (4.8%)	21
25-34	10 (17.2%)	23 (39.7%)	7 (12.1%)	6 (10.3%)	7 (12.1%)	5 (8.6%)	58
35-44	32 (19.2%)	79 (47.3%)	15 (9%)	13 (7.8%)	11 (6.6%)	17 (10.2%)	167
45-54	34 (18.3%)	80 (43%)	16 (8.6%)	19 (10.2%)	18 (9.7%)	19 (10.2%)	186
55-64	25 (17%)	72 (49%)	3 (2%)	11 (7.5%)	17 (11.6%)	19 (12.9%)	147
65-74	35 (29.2%)	30 (25%)	3 (2.5%)	5 (4.2%)	13 (10.8%)	34 (28.3%)	120
75 and above	4 (11.4%)	8 (22.9%)	4 (11.4%)	1 (2.9%)	2 (5.7%)	16 (45.7%)	35
Prefer not to say	4 (23.5%)	2 (11.8%)	0 (0%)	3 (17.6%)	1 (5.9%)	7 (41.2%)	17
Usual mode of travel:							
Car driver	71 (14.8%)	181 (37.8%)	38 (7.9%)	48 (10%)	56 (11.7%)	85 (17.7%)	479
Car passenger	7 (9.1%)	29 (37.7%)	10 (13%)	12 (15.6%)	4 (5.2%)	15 (19.5%)	77
Van or lorry driver	3 (33.3%)	4 (44.4%)	0 (0%)	0 (0%)	1 (11.1%)	1 (11.1%)	9
Bicycle	122 (27.1%)	217 (48.1%)	31 (6.9%)	36 (8%)	27 (6%)	18 (4%)	451
Powered two-wheeler	2 (20%)	7 (70%)	1 (10%)	0 (0%)	0 (0%)	0 (0%)	10
Bus user	8 (11.3%)	24 (33.8%)	5 (7%)	2 (2.8%)	7 (9.9%)	25 (35.2%)	71
On foot	49 (16.4%)	122 (40.9%)	24 (8.1%)	24 (8.1%)	28 (9.4%)	51 (17.1%)	298
Other	13 (21.3%)	17 (27.9%)	6 (9.8%)	5 (8.2%)	3 (4.9%)	17 (27.9%)	61
Employment status:							

In education	7 (26.9%)	7 (26.9%)	2 (7.7%)	6 (23.1%)	0 (0%)	4 (15.4%)	26
Employed	72 (16.8%)	192 (44.9%)	35 (8.2%)	46 (10.7%)	40 (9.3%)	43 (10%)	428
Self-employed	17 (25.4%)	26 (38.8%)	7 (10.4%)	2 (3%)	9 (13.4%)	6 (9%)	67
Unemployed	2 (40%)	2 (40%)	0 (0%)	0 (0%)	0 (0%)	1 (20%)	5
A home-based worker	12 (23.5%)	23 (45.1%)	1 (2%)	3 (5.9%)	3 (5.9%)	9 (17.6%)	51
A stay at home parent, carer or similar	4 (18.2%)	8 (36.4%)	3 (13.6%)	0 (0%)	3 (13.6%)	4 (18.2%)	22
Retired	39 (22.4%)	52 (29.9%)	5 (2.9%)	9 (5.2%)	19 (10.9%)	50 (28.7%)	174
Prefer not to say	11 (35.5%)	9 (29%)	0 (0%)	2 (6.5%)	2 (6.5%)	7 (22.6%)	31
Other	1 (12.5%)	4 (50%)	0 (0%)	1 (12.5%)	1 (12.5%)	1 (12.5%)	8
Location:							
Cambridge	57 (31.3%)	65 (35.7%)	15 (8.2%)	7 (3.8%)	9 (4.9%)	29 (15.9%)	182
East Cambridge	7 (18.9%)	18 (48.6%)	0 (0%)	4 (10.8%)	5 (13.5%)	3 (8.1%)	37
Fenland	7 (19.4%)	15 (41.7%)	2 (5.6%)	1 (2.8%)	5 (13.9%)	6 (16.7%)	36
Huntingdonshire	12 (14%)	38 (44.2%)	3 (3.5%)	7 (8.1%)	10 (11.6%)	16 (18.6%)	86
South Cambridgeshire	61 (16%)	156 (40.9%)	28 (7.3%)	38 (10%)	39 (10.2%)	59 (15.5%)	381
Walk for commuting							
Daily	32 (30.8%)	37 (35.6%)	6 (5.8%)	3 (2.9%)	5 (4.8%)	21 (20.2%)	104
Weekly	29 (21.8%)	66 (49.6%)	8 (6%)	9 (6.8%)	9 (6.8%)	12 (9%)	133
Fortnightly	5 (20.8%)	11 (45.8%)	4 (16.7%)	0 (0%)	3 (12.5%)	1 (4.2%)	24
Monthly	8 (28.6%)	14 (50%)	1 (3.6%)	1 (3.6%)	2 (7.1%)	2 (7.1%)	28
Less than monthly	24 (21.2%)	51 (45.1%)	13 (11.5%)	9 (8%)	11 (9.7%)	5 (4.4%)	113
Never	51 (14.9%)	120 (35%)	17 (5%)	42 (12.2%)	35 (10.2%)	78 (22.7%)	343
Walk for leisure							
Daily	83 (24.9%)	125 (37.5%)	21 (6.3%)	25 (7.5%)	31 (9.3%)	48 (14.4%)	333
Weekly	42 (15.3%)	137 (50%)	22 (8%)	20 (7.3%)	23 (8.4%)	30 (10.9%)	274
Fortnightly	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0

Monthly	10 (15.6%)	23 (35.9%)	6 (9.4%)	12 (18.8%)	6 (9.4%)	7 (10.9%)	64
Less than monthly	8 (17.4%)	11 (23.9%)	0 (0%)	4 (8.7%)	9 (19.6%)	14 (30.4%)	46
Never	5 (14.7%)	4 (11.8%)	0 (0%)	3 (8.8%)	3 (8.8%)	19 (55.9%)	34
Cycling for commuting							
Daily	100 (40.8%)	102 (41.6%)	14 (5.7%)	11 (4.5%)	11 (4.5%)	7 (2.9%)	245
Weekly	15 (12.4%)	84 (69.4%)	5 (4.1%)	8 (6.6%)	6 (5%)	3 (2.5%)	121
Fortnightly	3 (17.6%)	10 (58.8%)	2 (11.8%)	1 (5.9%)	0 (0%)	1 (5.9%)	17
Monthly	6 (24%)	12 (48%)	2 (8%)	1 (4%)	3 (12%)	1 (4%)	25
Less than monthly	6 (7.9%)	30 (39.5%)	11 (14.5%)	10 (13.2%)	16 (21.1%)	3 (3.9%)	76
Never	19 (7%)	62 (23%)	15 (5.6%)	34 (12.6%)	36 (13.3%)	104 (38.5%)	270

How often do you use cycling routes for commuting/as your main mode of transport?

	Daily	Weekly	Fortnightly	Monthly	Less than monthly	Never	Total
Total	246 (32.5%)	121 (16%)	17 (2.2%)	25 (3.3%)	76 (10%)	272 (35.9%)	757
Disability that influences travel decisions:	17 (27.4%)	10 (16.1%)	2 (3.2%)	0 (0%)	6 (9.7%)	27 (43.5%)	62
Age range:							
Under 15	1 (100%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	1
15-24	7 (33.3%)	4 (19%)	1 (4.8%)	1 (4.8%)	2 (9.5%)	6 (28.6%)	21
25-34	26 (44.8%)	12 (20.7%)	0 (0%)	1 (1.7%)	10 (17.2%)	9 (15.5%)	58
35-44	70 (41.9%)	25 (15%)	3 (1.8%)	7 (4.2%)	13 (7.8%)	49 (29.3%)	167
45-54	61 (32.4%)	28 (14.9%)	8 (4.3%)	8 (4.3%)	22 (11.7%)	61 (32.4%)	188
55-64	42 (28.6%)	31 (21.1%)	4 (2.7%)	6 (4.1%)	16 (10.9%)	48 (32.7%)	147
65-74	28 (23.7%)	17 (14.4%)	0 (0%)	2 (1.7%)	9 (7.6%)	62 (52.5%)	118
75 and above	5 (14.3%)	4 (11.4%)	1 (2.9%)	0 (0%)	3 (8.6%)	22 (62.9%)	35
Prefer not to say	4 (23.5%)	0 (0%)	0 (0%)	0 (0%)	1 (5.9%)	12 (70.6%)	17
Usual mode of travel:							
Car driver	96 (20.1%)	75 (15.7%)	13 (2.7%)	20 (4.2%)	60 (12.6%)	214 (44.8%)	478
Car passenger	16 (20.8%)	11 (14.3%)	4 (5.2%)	0 (0%)	17 (22.1%)	29 (37.7%)	77
Van or lorry driver	3 (33.3%)	1 (11.1%)	0 (0%)	0 (0%)	3 (33.3%)	2 (22.2%)	9
Bicycle	225 (50.1%)	86 (19.2%)	12 (2.7%)	10 (2.2%)	39 (8.7%)	77 (17.1%)	449
Powered two-wheeler	3 (30%)	5 (50%)	0 (0%)	1 (10%)	0 (0%)	1 (10%)	10
Bus user	12 (17.1%)	13 (18.6%)	5 (7.1%)	0 (0%)	10 (14.3%)	30 (42.9%)	70
On foot	90 (30.3%)	53 (17.8%)	10 (3.4%)	6 (2%)	32 (10.8%)	106 (35.7%)	297
Other	19 (30.6%)	5 (8.1%)	4 (6.5%)	1 (1.6%)	5 (8.1%)	28 (45.2%)	62
Employment status:							

In education	11 (42.3%)	1 (3.8%)	2 (7.7%)	2 (7.7%)	2 (7.7%)	8 (30.8%)	26
Employed	161 (37.4%)	71 (16.5%)	9 (2.1%)	19 (4.4%)	49 (11.4%)	122 (28.3%)	431
Self-employed	23 (34.3%)	10 (14.9%)	4 (6%)	1 (1.5%)	5 (7.5%)	24 (35.8%)	67
Unemployed	3 (60%)	1 (20%)	0 (0%)	0 (0%)	0 (0%)	1 (20%)	5
A home-based worker	10 (19.6%)	10 (19.6%)	1 (2%)	1 (2%)	4 (7.8%)	25 (49%)	51
A stay at home parent, carer or similar	5 (22.7%)	5 (22.7%)	0 (0%)	2 (9.1%)	2 (9.1%)	8 (36.4%)	22
Retired	35 (20.5%)	28 (16.4%)	3 (1.8%)	2 (1.2%)	14 (8.2%)	89 (52%)	171
Prefer not to say	9 (29%)	4 (12.9%)	0 (0%)	1 (3.2%)	3 (9.7%)	14 (45.2%)	31
Other	1 (12.5%)	1 (12.5%)	0 (0%)	0 (0%)	3 (37.5%)	3 (37.5%)	8
Location:							
Cambridge	104 (57.1%)	26 (14.3%)	4 (2.2%)	3 (1.6%)	7 (3.8%)	38 (20.9%)	182
East Cambridge	14 (37.8%)	5 (13.5%)	0 (0%)	1 (2.7%)	5 (13.5%)	12 (32.4%)	37
Fenland	7 (19.4%)	5 (13.9%)	0 (0%)	2 (5.6%)	5 (13.9%)	17 (47.2%)	36
Huntingdonshire	14 (16.3%)	11 (12.8%)	3 (3.5%)	2 (2.3%)	14 (16.3%)	42 (48.8%)	86
South Cambridgeshire	99 (26%)	69 (18.1%)	10 (2.6%)	15 (3.9%)	41 (10.8%)	147 (38.6%)	381
Walk for commuting							
Daily	50 (48.5%)	17 (16.5%)	1 (1%)	4 (3.9%)	8 (7.8%)	23 (22.3%)	103
Weekly	61 (45.5%)	41 (30.6%)	3 (2.2%)	5 (3.7%)	12 (9%)	12 (9%)	134
Fortnightly	10 (41.7%)	4 (16.7%)	3 (12.5%)	2 (8.3%)	1 (4.2%)	4 (16.7%)	24
Monthly	14 (50%)	5 (17.9%)	0 (0%)	2 (7.1%)	2 (7.1%)	5 (17.9%)	28
Less than monthly	50 (44.6%)	16 (14.3%)	3 (2.7%)	3 (2.7%)	24 (21.4%)	16 (14.3%)	112
Never	59 (17.2%)	38 (11%)	7 (2%)	9 (2.6%)	26 (7.6%)	205 (59.6%)	344
Walk for leisure							
Daily	103 (31.1%)	56 (16.9%)	7 (2.1%)	9 (2.7%)	36 (10.9%)	120 (36.3%)	331
Weekly	96 (35%)	40 (14.6%)	7 (2.6%)	14 (5.1%)	31 (11.3%)	86 (31.4%)	274
Fortnightly	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0 #DIV/0!	0

Monthly	27 (42.2%)	12 (18.8%)	3 (4.7%)	0 (0%)	4 (6.3%)	18 (28.1%)	64
Less than monthly	11 (23.9%)	8 (17.4%)	0 (0%)	2 (4.3%)	4 (8.7%)	21 (45.7%)	46
Never	6 (16.7%)	4 (11.1%)	0 (0%)	0 (0%)	1 (2.8%)	25 (69.4%)	36
Cycling for leisure							
Daily	100 (67.1%)	15 (10.1%)	3 (2%)	6 (4%)	6 (4%)	19 (12.8%)	149
Weekly	102 (34%)	84 (28%)	10 (3.3%)	12 (4%)	30 (10%)	62 (20.7%)	300
Fortnightly	14 (28.6%)	5 (10.2%)	2 (4.1%)	2 (4.1%)	11 (22.4%)	15 (30.6%)	49
Monthly	11 (16.9%)	8 (12.3%)	1 (1.5%)	1 (1.5%)	10 (15.4%)	34 (52.3%)	65
Less than monthly	11 (15.3%)	6 (8.3%)	0 (0%)	3 (4.2%)	16 (22.2%)	36 (50%)	72
Never	7 (5.9%)	3 (2.5%)	1 (0.8%)	1 (0.8%)	3 (2.5%)	104 (87.4%)	119

Cambridgeshire's

Local Cycling and Walking Infrastructure Plan



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Contents

Introduction	4
Local context	6
Policy	10
LCWIP cycling	12
LCWIP walking	24
Summary and conclusion	30

Appendix 1	<u>Cycle maps</u>
Appendix 2	<u>Prioritisation matrices – cycling</u>
Appendix 3	<u>Walking maps</u>
Appendix 4	<u>Walking audit tool</u>
Appendix 5	<u>Prioritisation matrices – walking</u>

Introduction

The Cambridgeshire Local Cycling and Walking Infrastructure Plan (LCWIP) forms part of the Government's ambition to increase walking and cycling, particularly to school, in the UK by 2025 as outlined in the first Cycling and Walking Investment Strategy (CWIS, 2017) and more recently the CWIS 2 published in July 2022. The CWIS sets out the Government's aim to make walking and cycling the natural choice for shorter journeys, or as a part of a longer journey. The strategy's targets, by 2025 are to:

- Increase the percentage of short journeys in towns and cities that are walked or cycled from 41% in 2018 to 46% in 2025, 50% in 2030 and to 55% in 2035.
- double cycling, where cycling activity is measured as the estimated total number of cycle stages (a trip consists of one or more stages, for example a trip to London could be made up of 3 travel stages, cycling to the station, taking the train and walking to the destination from the London station) made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025.
- increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 365 stages per person per year in 2025, and to work towards developing the evidence base over the next year.
- increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025.
- deliver a world-class cycling and walking network in England by 2040

Following publication of the CWIS 2017, government guidance recommended that local authorities should develop Local Cycling and Walking Infrastructure Plans for their area and the Department for Transport has advised that local authorities who have plans will be well placed to make the case for future investment.

LCWIPs are a new approach to identifying cycling and walking improvements required at the local level. They should enable a long-term approach to developing local cycling and walking networks, ideally over a 10 year period and should:

- identify cycling and walking infrastructure improvements for future investment in the short, medium and long term
- ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies
- make the case for future funding for walking and cycling infrastructure.

The LCWIP forms part of a long-term vision to improve the County's walking and cycling networks in order to increase the number of residents travelling on foot and by cycle and thereby improve the health and well-being of all those living and working in the County.

The level of growth, with increases in housing and employment, particularly in Cambridge and South Cambridgeshire (Greater Cambridge), means that persuading more people out of their cars to more active travel is imperative if higher levels of air pollution are to be avoided and to ensure journey time reliability is not significantly reduced.

The aim is to build on the already high levels of cycling in Cambridge and to spread the cycling

culture out to the rest of the County whilst encouraging more walking by improving journeys in town centres and to schools and employment areas. Walking and cycling routes to transport hubs are particularly important and feature strongly in the routes proposed for improvement.

More people walking and cycling benefits the economy, health, social inclusion, air quality and well-being. Sustrans recently completed a ‘Bike Life 2019’ report for the Greater Cambridge area, more details of which can be found [here](#). This highlighted that the current level of cycling (280,000 miles a day in the area) saves the NHS £2.4 million a year and prevents 28 early deaths a year as well as saving 18,000 tonnes of greenhouse gas emissions (the equivalent of 42,000 people taking flights from Stansted to Tenerife). Each mile benefits individuals and society 95p which adds up to an impressive £76.5 million annually from all trips cycled in the Greater Cambridge area.

The Bike Life 2019 report survey also highlighted the capacity and appetite of residents to cycle more as set out in *Figure 1* below, and the support for improving the streets for cycling and walking (*Figure 2*).

80% of residents in the Bike Life survey wanted more traffic free and physically segregated cycle infrastructure in order to cycle more which echoes research consistently showing that the biggest barrier to cycling is safety, particularly the perceived lack of safety of cycling with road traffic.

As set out in CWIS 2 the benefits of walking, wheeling (use of wheelchairs or mobility scooters) and cycling, were particularly strongly felt during the lockdowns of the COVID-19 pandemic in 2020 when many experienced the mental and physical health benefits of this daily activity, as well as rediscovering local shops and services in a largely motor traffic-free environment.

Figure 1: How do residents see themselves when it comes to cycling?

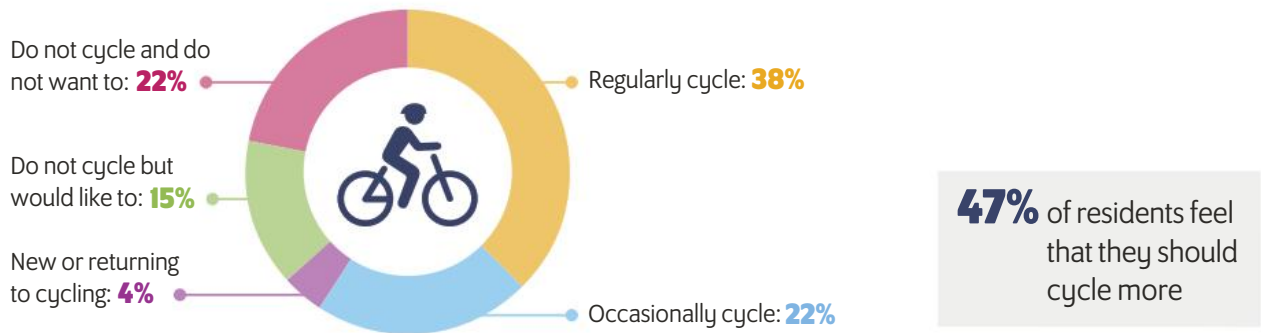
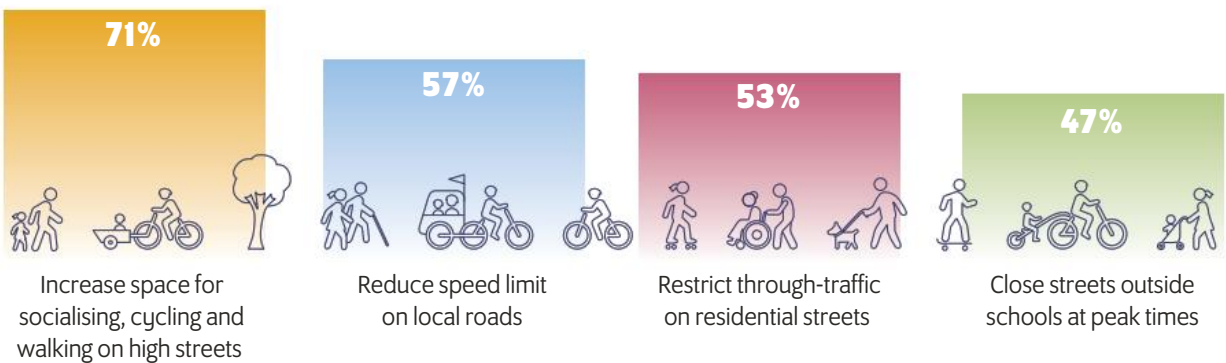


Figure 2: Proportion of residents who support measures to make places better for people



Local context

Cambridgeshire is a diverse county, formed by Cambridge city, several market towns and large rural areas. Significant growth, is planned for much of the County as shown in *Figure 3*.

This growth will result in the region of 77,000 new homes and 68,000 new jobs by 2031 if all of the development planned is realised. Growth is predicted to be particularly high within the Greater Cambridge area with an additional 60,000 people, 33,500 new homes and 44,000 new jobs. Huntingdon is due to experience the next largest growth with 20,000 new homes and over 14,000 new jobs.

Cambridge and its neighbouring areas form a globally significant high-tech & biotech cluster and the economic success of the area make it a very desirable place to live and work as well as a significant trip generator from the other regions of the county. Traffic congestion is already a problem and a significant increase in the level of walking and cycling is needed to mitigate this growth..



Figure 3: Growth in Cambridgeshire

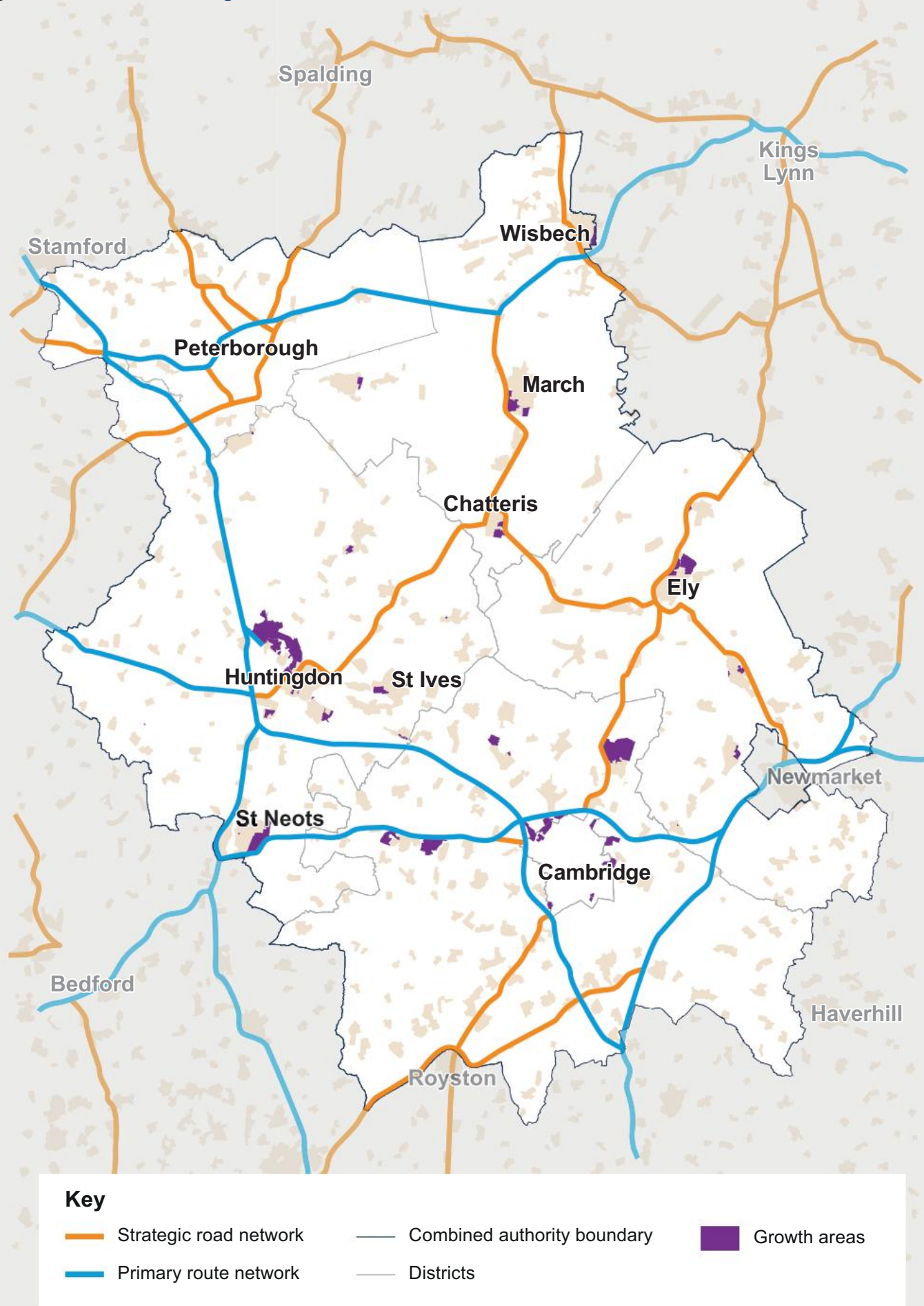
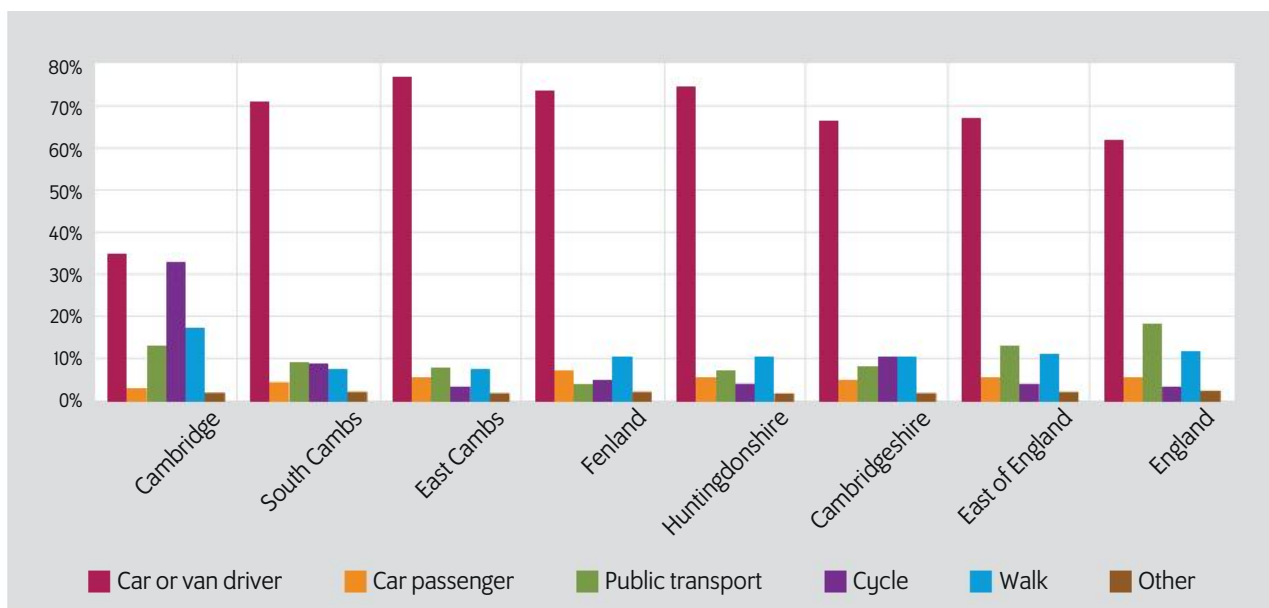


Figure 4: **Travel to Work 2011 Census**

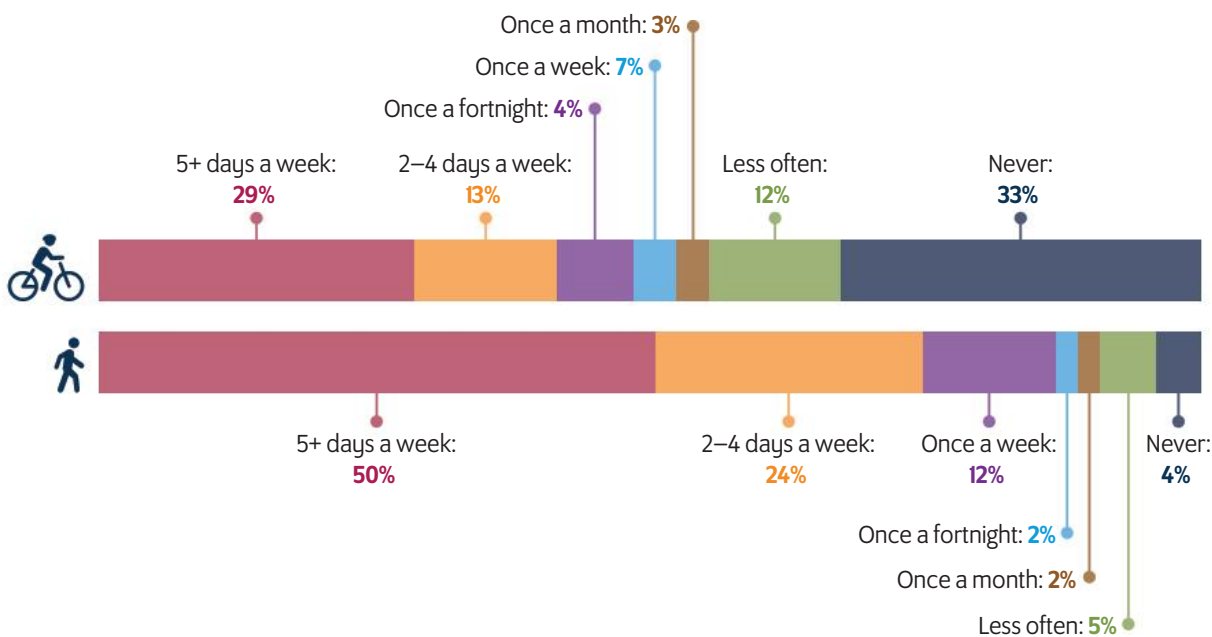


At the same time Cambridgeshire is a predominantly rural county and many of the rural areas, particularly in the north of the county, suffer from problems related to social exclusion so access to high quality cycle routes to key destinations for work, education and health care is an important part of the Combined Authority, County and Districts' transport policies.

As demonstrated in the graph above, the number of people travelling by cycle in Cambridge compared to other forms of transport is significantly higher than the rest of the UK. The 2011 Census data showed that travel to work by

cycle in Cambridge was at 32%, an increase of over 12% since 2001 which is replicated in the 2018 Active Travel Survey showing 30.6% of residents cycling at least five times a week. The Cambridge cycling phenomenon is spreading to South Cambridgeshire with 8.5% of residents cycling to work, again an increase of 12% since the last census and reflected in the Active Travel Survey showing 9% of residents cycling at least five times a week. This is borne out by results of the Bike Life 2019 survey for Greater Cambridge as set out below.

Figure 5: **How often are residents of Greater Cambridge walking and cycling?**
(Bike Life Survey 2019, Sustrans)



The modal share, however, had decreased in the rest of the County with East Cambridgeshire at 3% (a decrease of 26%), Huntingdonshire at 3.9% (a decrease of 21%) and Fenland at 4.9% (a decrease of 34%). There are pockets, however, where the cycling levels are shown as higher such as in St. Ives East where 6.8% cycled to work in 2011.

The Active Travel Survey showed that 2.3% of Fenland residents cycled at least five times a week which is lower than the national average of 3.3% whilst East Cambridgeshire and Huntingdonshire were slightly higher at 5%. An important part of the challenge, therefore, is to spread the culture of cycling out further to the surrounding districts whilst increasing the already high levels in the Greater Cambridge area in order to mitigate growth.

With regard to walking levels the whole County had an increase in journeys to work on foot of between 9-14% according to the Census figures, with Fenland increasing to 10.3%. However, the

Active Travel Survey 2018 showed that Fenland had a relatively low level of walking nationally whilst Cambridge had amongst the highest levels with a third of residents walking five times a week.

The Covid-19 pandemic has had an impact on trends in transport and travel with less travel in general and more people working from home. Locally travel has reduced significantly in some places particularly in regard to bus and rail travel, whilst in others it has remained the same or increased. The Bike Life survey 2021, renamed the Walking and Cycling Index, which can be found [here](#), showed an increase in residents walking at least five times a week in the Greater Cambridge area but a drop in the number who cycle five times a week. The number who cycle at least once a week, however, has increased suggesting that many commuters who cycle are now working from home at least part of the week. There is still a lot of uncertainty about the extent to which changes will be long term.

Policy

‘More people cycling and walking more safely more often’

The directly-elected Mayor and the Cambridgeshire and Peterborough Combined Authority (CPCA) hold strategic powers and are the Local Transport Authority for the Cambridgeshire and Peterborough area. The Mayor sets the overall transport strategy for Cambridgeshire and Peterborough and is responsible for the CPCA Local Transport Plan which was approved by the CPCA board in January 2020. Included in the Local Transport Plan are the objectives to:

- Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all
- Provide ‘healthy streets’ and high-quality public realm that puts people first and promotes active lifestyles

The document also includes policies for walking and cycling which aim to:





- Support an increased number of walking trips by establishing safe, interconnected pedestrian connections between key destinations across our cities and towns

- Increase the number of cycling trips through establishing safe and interconnected cycling links across the region’s cities, towns and settlements – will be supported by Local Walking and Cycling Infrastructure Plans to ensure that cycling and walking infrastructure investment is based on evidence and prioritised for greatest impact.

In line with this plan the CPCA’s Local Transport Plan 2020 sets an overall strategy of investing in world-class walking and cycling facilities which will create sustainable travel opportunities, reduce traffic flows and improve air quality through encouraging people to walk or cycle rather than drive for shorter journeys. It also states the need to ensure that walking and cycling, already popular transport modes within certain areas of the Combined Authority such as Cambridge, become more widespread across the region.

A new Local Transport and Connectivity Plan is being developed by the CPCA and the draft document is currently out to public consultation and includes the objectives relating to Active Travel, shown in *Figure 6*.

Figure 6: **Objectives relating to Active Travel within the draft Local Transport and Connectivity Plan**

 <p>Accessibility</p> <p>Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</p>	 <p>Health and Wellbeing</p> <p>Provide 'healthy streets' and high quality public realm that puts people first and promotes active lifestyles</p>	 <p>Air quality</p> <p>Ensure transport initiatives improve air quality across the region to exceed good practice standards</p>
 <p>Safety</p> <p>Embed a safe systems approach into all planning and transport operations to achieve Vision Zero – zero fatalities or serious injuries</p>	 <p>Environment</p> <p>Deliver a transport network that protects and enhances our natural, historic and built environments</p>	 <p>Climate Change</p> <p>Reduce emissions to 'net zero' by 2050 to minimise the impact of transport and travel on climate change</p>

Cambridgeshire County Council is also developing an Active Travel Strategy to which this LCWIP will be a daughter document. The Active Travel Strategy Action Plan will build on the work of the LCWIP and identify and prioritise further gaps in the network, particularly in more rural areas where there are few options for those without access to a car, thus forming a second tier of routes for each district.

This document has also taken into account the existing district and market town transport strategies and will feed into future delivery plans as well as emerging district and transport strategies.

District documents have also been taken into consideration such as the Huntingdonshire Infrastructure Delivery Plan and Prospectuses for Growth for some of the market towns.

LCWIP cycling

Methodology

As part of the LCWIP process, a working group was formed in July 2018 comprising Cambridgeshire County Council officers and different local stakeholders including Camcycle, Cycling UK and the British Horse Society. The group decided that the LCWIP should cover the whole County.

Following Department for Transport (DfT) recommendations, the 2011 Census data has been utilised as the key data source. This is the only data set currently available which gives the necessary level of detail for existing journeys to work. The Census 2011 origin destination data table WF02EW “Location of usual residence and place of work (OA/WPZ level)” is the specific baseline data. This data provides origin and destination information for all trips between each output area (OA) and workplace zone (WPZ).

A number of nodes were designated for the County, typically placed in the centre of villages, major junctions, and at train stations. Each of these nodes was connected with links that give a resulting potential cycling network of 534 ‘nodes’ and 1022 ‘links’. *Figure 7*, overleaf, is an example of what this looks like for the Cambridge area.

Additional links were added directly between railway stations and designated as railways links not cycle links. An assumption was made that if a workplace zone is located in Inner London and the usual residence is close to a railway station, then a cycle route from the Cambridgeshire residence to the railway station would be modelled. In addition, if the destination was close to a railway station and the origin was within cycling distance of a railway station, then the trip was modelled as a cycle to the station and then a walk or cycle from the station to the destination.

All of the trips from the 2011 Census Data were mapped, establishing the cycling distance for each trip. This distance was then analysed using a propensity to cycle tool, establishing that the peak distance for cycling is at 2km with the majority of cycle trips between 1km and 5km. We assumed that at a distance of 10km, the propensity to cycle is one third of the propensity for cycling at 2km. At 20km, it is just 4%.

We mapped the origin and destination trips for 0-6km, 6-8km and 10km which offer a visual indication of what journeys the future cycle network should cater for. The images shown in *Figures 8–11* show how these look for journeys up to 6km in length for the different districts.

Figure 7: Node map with links for the Cambridge area

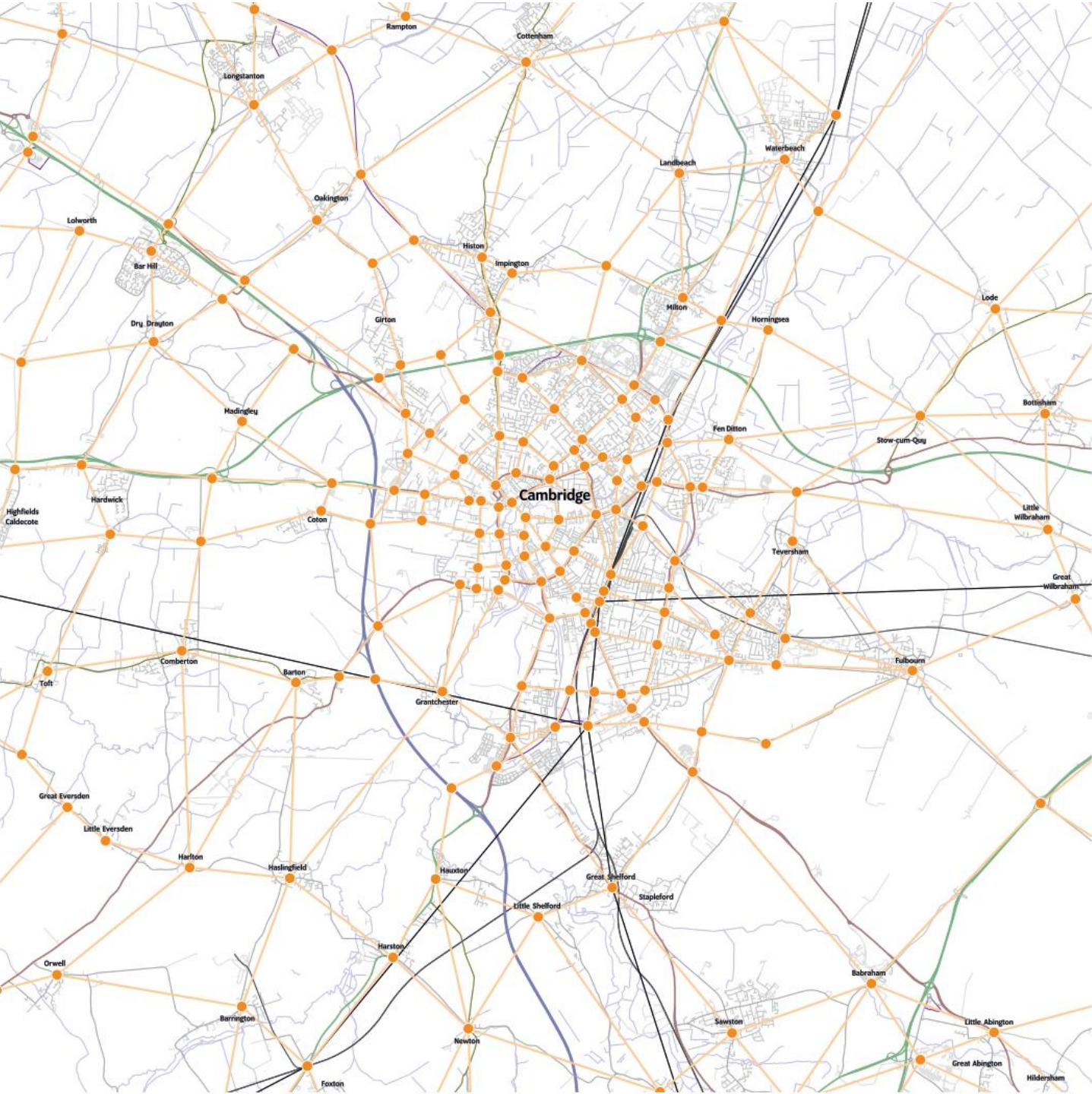


Figure 8: **Cambridge and South Cambridgeshire**

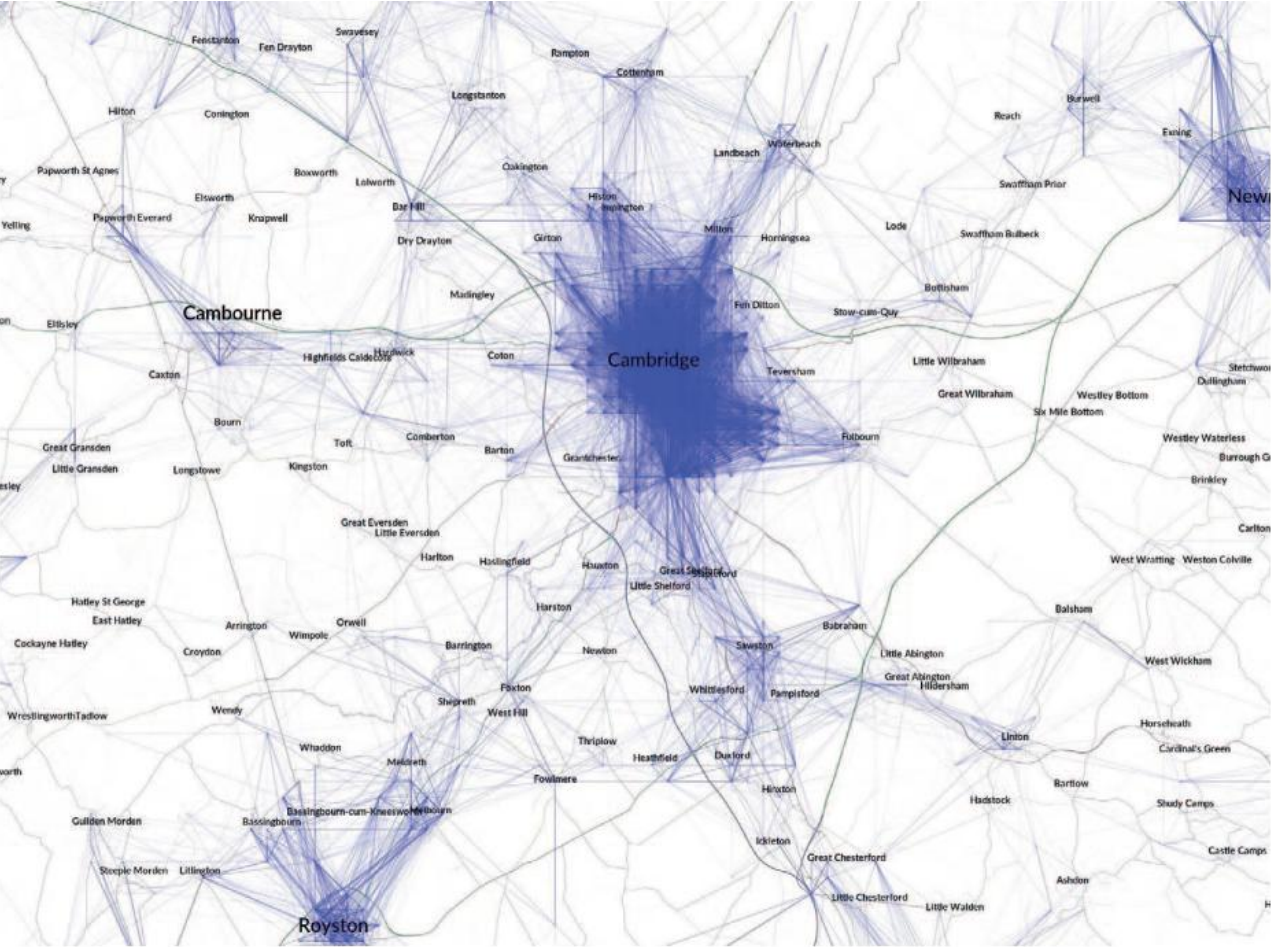




Figure 9: East Cambridgeshire

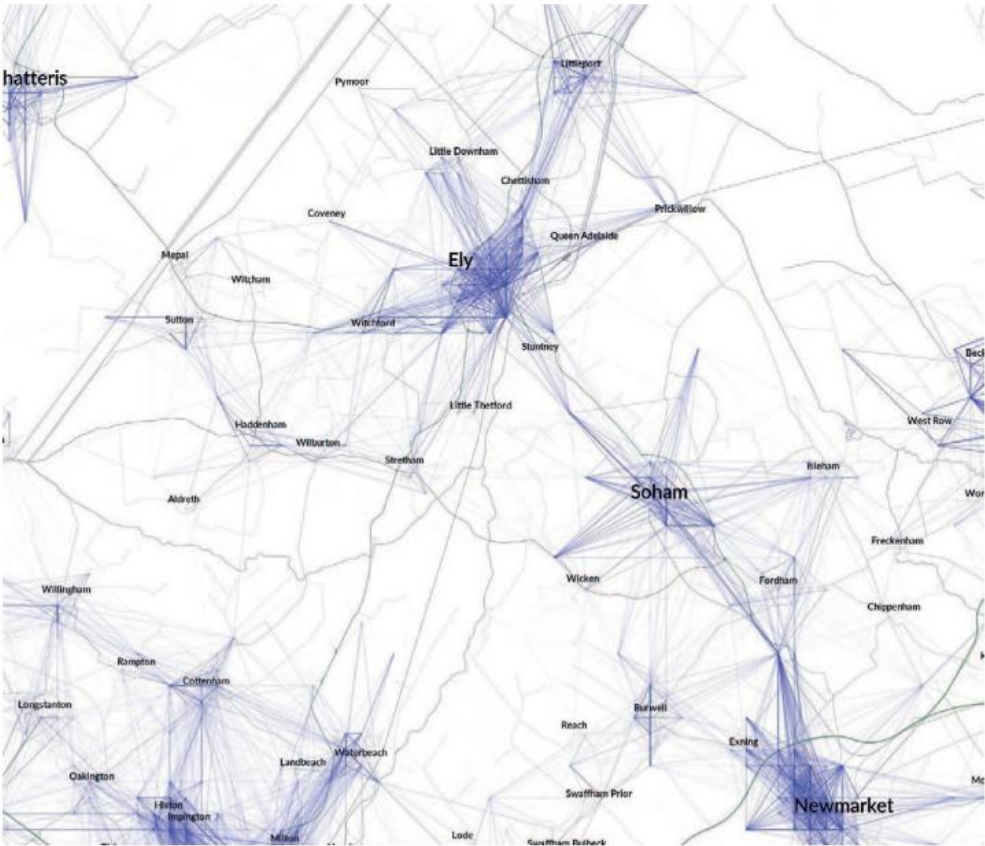


Figure 10: Huntingdonshire

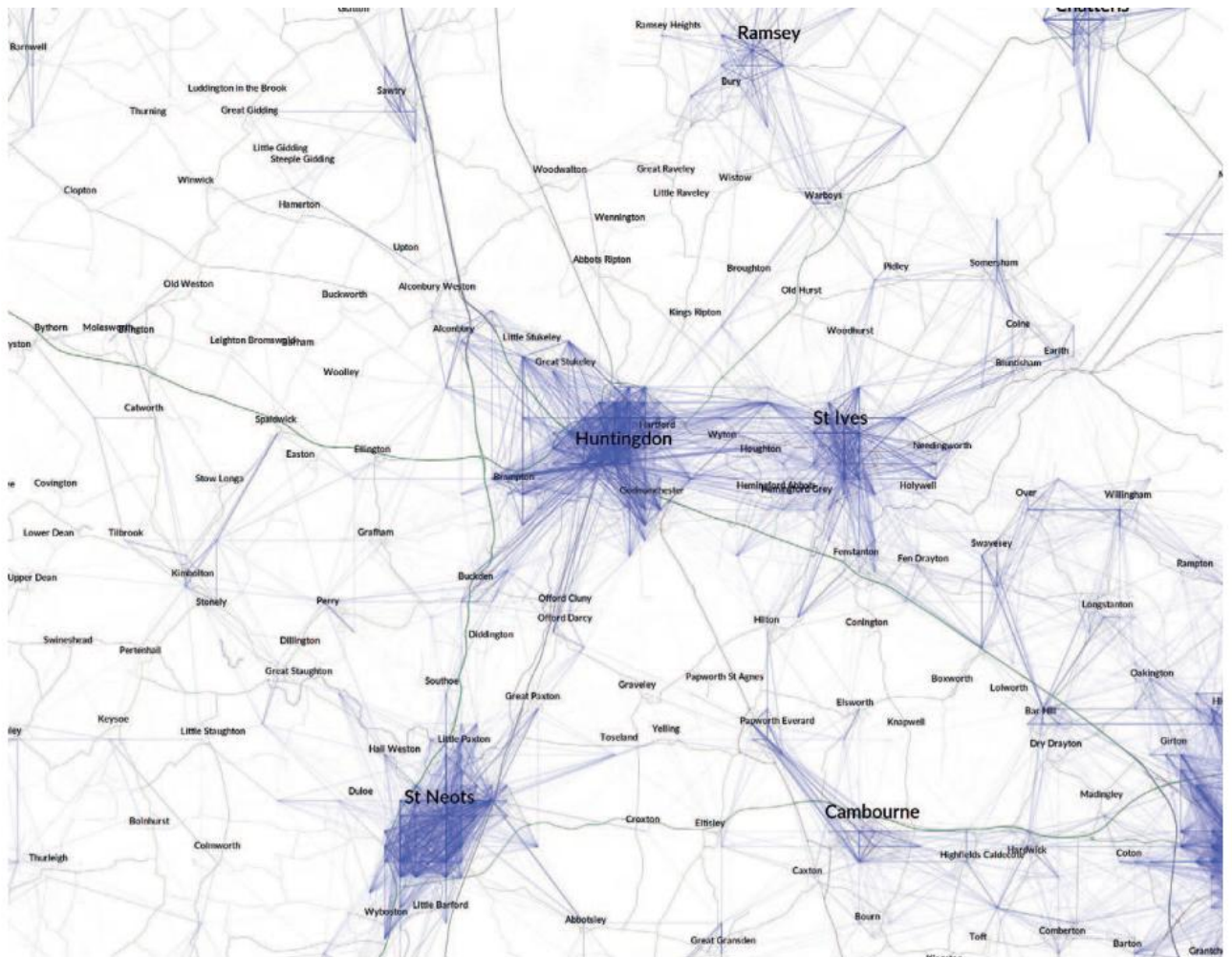
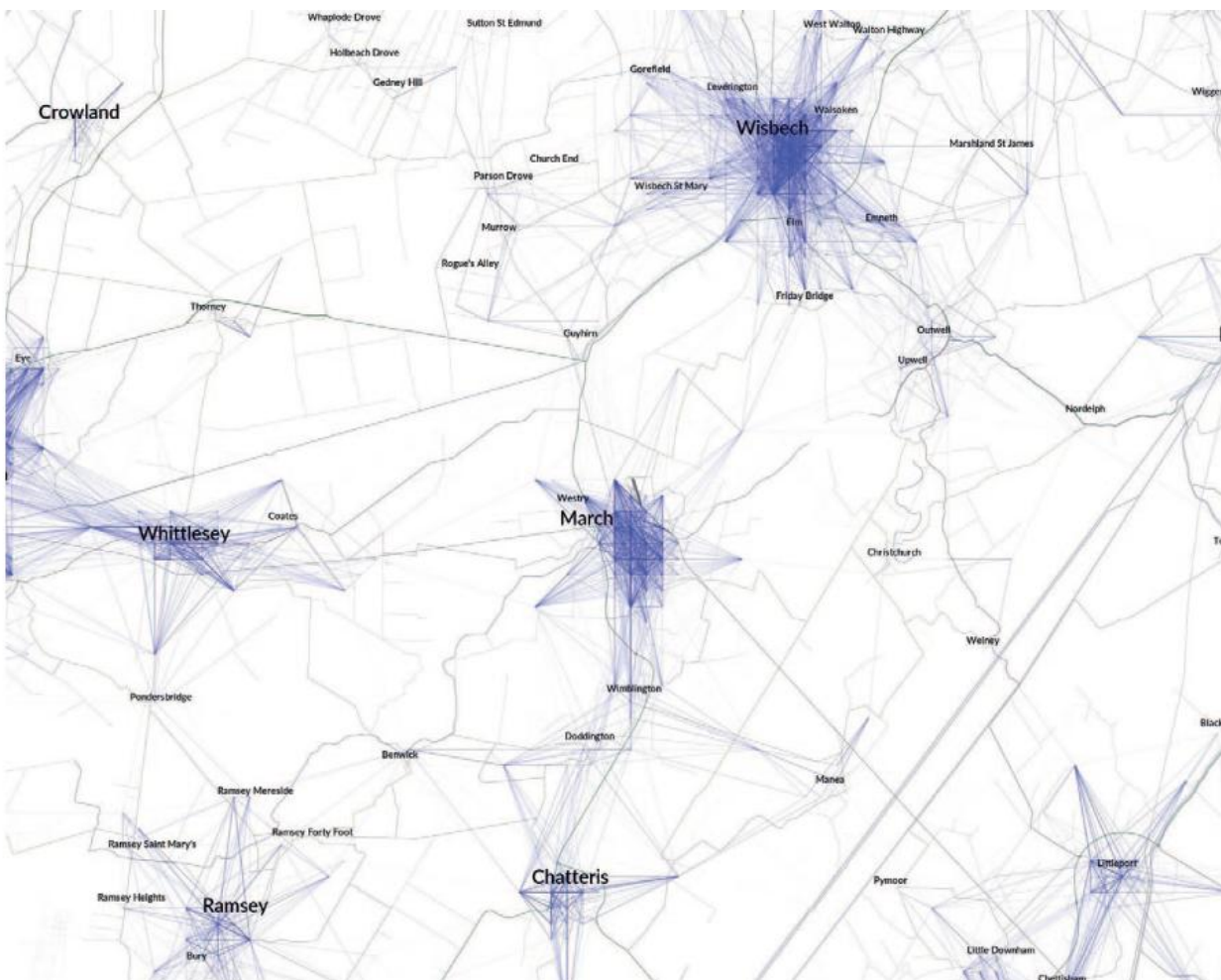


Figure 11: Fenland



In order to future proof our analysis we also factored in future growth (as set out in *Figure 3*) and so took into account the planned developments in the County. In doing so an assumption was made that there would be 2.4 people per dwelling and that 70% of those people would commute to work (based on the 2011 census).

The modelling compared the propensity to cycle based on a route with no cycle infrastructure to one with high quality infrastructure by doubling the distance of each route if no infrastructure is provided. This then determined the number of additional people that could be attracted to cycle each route if improvements are made.

The number of additional people cycling was divided by the distance of any proposed scheme in order to calculate the value of each proposed

scheme. This only takes into account commuting traffic. It is important to highlight that the distance of any given scheme has an impact on the total estimated costs, thus the value is lower on longer proposed schemes. This value figure is just for comparative purposes and in the case of a project moving forward further assessment would be needed using a tool such as the DfT's WebTAG unit A5-1 to obtain a Benefit Cost Ratio

Following on from this analysis, we obtained a list of the most highly scoring links for all of the districts: Cambridge, South Cambridgeshire, Huntingdonshire, East Cambridgeshire and Fenland.

These links were then translated into routes. To this list were then added some additional routes which were felt to be important gaps in the network. These had been identified through other



means such as the CPCA LTP, Cambridgeshire County Council's Transport Investment Plan process, Area Action Plans, district Local Plans, and associated Supplementary Planning Documents as well as neighbourhood plans and the Buckden Parish LCWIP.

The Greater Cambridge Partnership (GCP), a partnership of Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council and the University of Cambridge, is leading on the Greenway routes which span from South Cambridgeshire into Cambridge and these routes have been added. Sections of these routes were highlighted by the process as set out above but we felt it was easier to keep these routes separate given the work already undertaken. These Greenway routes currently

consist of a mixture of existing, but often substandard, infrastructure and gaps in the network and aim to improve commuter connections from the necklace villages around Cambridge into the city as well as to the village colleges/secondary schools. They were consulted on from a very early stage with stakeholders and local residents inputting into the options for each route. This initial consultation showed high levels of support for the individual routes which have all been costed and prioritised. Design work and further engagement are currently underway on the preferred options.

Appendix 1 shows the mapped and prioritised routes for each district as well as planned and funded schemes and the existing network.

Cycle Infrastructure Improvements

Given the resources available, and the large area that the LCWIP is covering, the assessment of each route and proposals for improvement are indicative and have been undertaken at a high level. The Active Travel trial schemes which have been or are about to be implemented in response to Covid-19 are reflected in the proposals and will either become permanent or will help to inform more permanent improvements.

In the provision of new cycle infrastructure we will refer to the Department for Transport's LTN 1/20 Cycle Infrastructure Design.

It is recognised, however, that where highway space is limited and private land acquisition or road re-allocation not possible, compromises may need to be made. Where meeting LTN 1/20 is not possible, this will need to be justified and a best alternative design that achieves the optimum solution within the constraints of land and budget will be sought in collaboration with partners and local communities.

Cambridgeshire County Council is creating a Non-motorised user Design Guide which will include guidance on providing for people walking, cycling, wheeling or riding a horse and mobility scooter users, all of whom need to be considered when designing active travel routes. In rural and semi-

rural areas it will be particularly important to provide for equestrians.

Many of the streets in urban areas and high streets in the villages are difficult to significantly improve for cyclists given the widths available and here the focus is on reducing the speed of traffic. In some cases it may be possible to reduce the volume of traffic by limiting motor vehicular traffic travelling through the area. The 'Healthy Streets' approach should be a guide when implementing improvements in these areas.

In Cambridge the Greater Cambridge Partnership, (through the Making Connections project), is looking at methods of reducing motor vehicular traffic within the city which could provide the opportunity to make significant improvements for active travel, particularly at junctions. The Cambridge Road Network Hierarchy review will also be important in informing suitable walking and cycling infrastructure for the different types of road and inform any reallocation of road space.

In addition to the specific infrastructure schemes we would also aim to increase cycle parking in areas of high demand such as in town centres, train stations, local shopping centres, schools and community facilities. As part of further feasibility work on schemes installation of cycle parking would be included where appropriate.



Prioritisation

Using Cambridgeshire County Council's criteria for prioritising cycling schemes (Cambridge Area Cycleways Programme – Prioritisation Process April 2006) and the example prioritisation table

within the Department for Transport LCWIP technical guidance as a basis, we developed the following prioritisation criteria for our cycling schemes as shown in *Figure 12* below.

Figure 12: **Criteria for prioritising cycling schemes**

Economy				
Criteria	Score 0	Score 1	Score 2	Score 3
Value score – based on distance and number of additional cyclists	0-0.1	0.1 – 0.5	0.5 – 1	>1
Partial funding available	No	Yes		
Effectiveness				
Criteria	Score 0	Score 1	Score 2	Score 3
Forecast increase in cycling trips	<100 cyclists/day (one way trips)	100-200	200-500	>500
Improvements in road safety	No improvements	Smaller improvement such as improved lighting, signage etc.	Medium actions such as improved crossings, segregation etc.	Significant actions to improve safety where existing road safety issues have been identified
Policy				
Criteria	Score 0	Score 1	Score 2	Score 3
Improved transport connections	No improvements	Would provide part of a journey to a transport interchange	Scheme covers majority of journey to a transport interchange	Links to key transport interchanges
Provides a route to school	No	Would provide part of the journey to school	Scheme covers majority of journey to school	Scheme provides key link to school

Deliverability				
Criteria	Score 0	Score 1	Score 2	Score 3
Scheme feasibility or deliverability	Land ownership, political opposition or other issue unlikely to be overcome	Land ownership, political opposition or other issue which is likely to delay the scheme	Land ownership, political opposition or other issue likely to be overcome	No evident issues, scheme feasible to be undertaken
Environmental constraints	Environmental constraints unlikely to be overcome	Environmental constraints likely to delay the scheme	Environmental constraints which are likely to be overcome	No issues, scheme feasible to be undertaken

Connectivity				
Criteria	Score 0	Score 1	Score 2	Score 3
Integration with other schemes	No links	Will link to one other route	Will link to 2 other cycling routes	Will link to 3 or + other cycling routes
Contribution of the scheme to the overall network development	No contribution	Scheme to partially fill in the missing link in the cycle network	Scheme to fill in the majority of the missing link in the cycle network	Scheme to fill in the totality missing link in the cycle network

The cycling prioritisation matrices for each of the districts can be found in Appendix 2 of the report.

The Greenways, as a Greater Cambridge Partnership project, used a slightly different set of criteria as set out in *Figure 13* below.

Figure 13: **Greenways criteria**

		Score
Cost Benefit Analysis	Benefit Cost Ratio = 1.5 +	3
	Benefit Cost Ratio = 1 – 1.49	2
	Benefit Cost Ratio = 0 – 0.99	1
Stakeholder Support	Well supported	3
	Limited support	2
	Unknown	1
Strategic Fit	Significant	3
	Some	2
	None	1
Deliverability: landowner negotiation and statutory processes expected to be	Minimal	3
	Unknown/Potentially significant	2
	Extensive	1
Current Provision	No alternative currently available	3
	Poor alternative currently available	2
	Good alternative currently available	1

The Greenway routes in order of priority are set out in *Figure 14* overleaf. More detail on all of the Greenways can be found here [Greater Cambridge Greenways – Greater Cambridge Partnership](#).

Figure 14: Criteria based assessment model for prioritising Greenways

	Economic Case		Stakeholder Support		Strategic Fit		Current Provision		Deliverability	
Weighting	X 5		X 4		X 6		X 2		X 3	
Location	Scoring	Priority	Scoring	Priority	Scoring	Priority	Scoring	Priority	Overall Score	Placing
Waterbeach	3	High	3	High	3	High	2	Medium	55	1
Fulbourn	3	High	2	Medium	3	High	2	Medium	54	2
Melbourn	2	Medium	3	High	3	High	2	Medium	53	3
St Ives	3	High	2	Medium	3	High	1	Low	52	4
Comberton	1	Low	3	High	3	High	3	High	47	7
Linton	2	Medium	2	Medium	3	High	2	Medium	46	5
Sawston	2	Medium	2	Medium	3	High	1	Low	44	6
Haslingfield	3	High	1	Low	2	Medium	2	Medium	41	8
Barton	2	Medium	3	High	1	Low	1	Low	36	9
Swaffhams	1	Low	2	Medium	2	Medium	2	Medium	35	10
Bottisham	1	Low	2	Medium	2	Medium	1	Low	33	11
Horningsea	1	Low	2	Medium	1	Low	2	Medium	29	12

LCWIP walking

Methodology

As outlined in previous sections of this report, the LCWIP is a countywide Strategy. Due to the size of the area, we have focused the analysis on Cambridge, Ely, and the larger Market Towns, which are Chatteris, Huntingdon, March, Soham, St Ives, St Neots, Wisbech and Whittlesey. As the largest settlement in South Cambridgeshire we have also included Cambourne.

For each location we have identified a core walking zone as set out in the Department for Transport LCWIP Technical Guidance. The core walking zone consists of a number of walking trip generators located close together and is generally the town centre area. We have included shopping areas, transport hubs,

business parks/employment areas, schools, leisure centres and community buildings as trip generators outside the core walking zone and mapped the main walking routes to these. We have used the Cambridgeshire County Highways footway maintenance hierarchy classification to inform choice of routes to include those footways which are in the top four categories. The core walking zone includes most of the footways which are in category 1.

The County Council's Market Town Transport Strategies and District Transport Strategies have identified priorities for improvements for walking and these have fed through into the County Council's Transport Investment Plan (TIP) which is reviewed and updated every year. These identified schemes also inform this walking plan.



Many of the routes are also priorities for cycle improvements. Maps setting out the proposed priority walking routes and core zones can be found in *Appendix 3*, they also highlight those routes which are both walking and cycling priorities.

The aim is to encourage more people to walk when making short journeys and we hope to do this by focusing on the identified streets and core walking zones to make them pleasant and attractive places to be with the implementation of the following types of improvements, again using the Healthy Streets approach as a guide:

- 20mph speed limit within the Core Walking Zones and residential areas
- Widening footways to 2m, wider in the city/town centres or on routes to school where space allows.
- Lighting improvements
- Resurfacing
- Signage/wayfinding
- Removal of any barriers that cause an obstacle to pedestrian movements, particularly for those with disabilities
- Levelling any footway with a steep camber where possible in order to make it usable for those in a wheelchair or with mobility problems.
- Addition of crossings where needed
- Dropped kerbs and tactile paving at all crossing points
- Narrowing side roads junctions to reduce vehicle speeds and implement priority style treatment where appropriate – see *Figure 15* as an example of what this can look like.
- Seating
- Improvements to the public realm such as additional planting where possible

Figure 15: Pedestrian priority treatment



- Consideration of limiting motor vehicle through traffic where appropriate

We also propose a number of generic interventions, as set out below, to improve walking in the rest of the villages and rural areas that were not analysed as part of the LCWIP exercise and as part of this have considered some of the matters outlined in the Rights of Way improvement Plan (2016) to establish our proposals. We will also ensure that any improvements to bridleways are also beneficial to those riding horses.

- Lower speed limits
- Improvement of way marking for Public Rights of Way (PROW)
- Improved accessibility – ie. replacement/removal of gates and barriers that make access to PROW paths difficult for residents with mobility or visual impairment

Prioritisation

Once identified the walking routes were then audited (by Sustrans) and scored using the Walking Route Audit Tool, which can be found in *Appendix 4*. Routes which have recently been improved or are part of already funded schemes

were not included in the audit. These audits then fed into a prioritisation matrix for Cambridge, Ely, Cambourne and each of the Market Towns based on the one used for cycling schemes. *Figure 16* below sets out the criteria.

Figure 16: **Prioritisation matrix**

Walking route audit				
Criteria	Score 0	Score 1	Score 2	Score 3
Score based on attractiveness, comfort, directness safety and coherence	≥ 30	25 – 29	20 – 24	0 – 19

Effectiveness				
Criteria	Score 0	Score 1	Score 2	Score 3
Improvements in road safety	No improvement	Minor improvements such as drop kerbs, tactile paving, lighting	Medium improvements such as uncontrolled crossings	Significant improvements such as zebra or signalled crossings and new or widened footways

Policy				
Criteria	Score 0	Score 1	Score 2	Score 3
Improved transport connections	No bus stops or train stations on route	Limited bus stops on route	Some bus stops or taxi ranks on route or forms part of route to train station	Provides key link to bus or train station
Provides a route to school	No school on route	Provides connecting link to school	School within 50m	School gates on route

Deliverability				
Criteria	Score 0	Score 1	Score 2	Score 3
Scheme feasibility or deliverability	Land ownership, political opposition or other issue unlikely to be overcome	Scheme relies on verge use and road space reallocation to improve footway width or provide crossing likely to delay the scheme	Scheme relies on minor road space reallocation	No evident issues
Environmental constraints	Significant environmental constraints (water/tree removal)	Vegetation clearance and full verge removal	Limited vegetation clearance or minor verge removal	No environmental constraints

Connectivity				
Criteria	Score 0	Score 1	Score 2	Score 3
Contribution to the network	Path is outlying facility	Provides limited connectivity	Provides linking facility with residential streets	Provides key urban links

The prioritisation matrices for Cambridge, Ely, Cambourne and the Market Towns can be found in *Appendix 5* of the report.

Cambridge

Cambridge is a compact city with around 124,000 residents according to the 2011 Census. 24,506 of these residents are students of the two universities based in the city, the world-renowned University of Cambridge and Anglia Ruskin University.

Cambridge city centre includes University of Cambridge buildings and college buildings as well as retail, food and drink businesses and the Market Square which has a 7 day a week market. The footfall in the area is high with different trip

purposes: work, leisure, studying, shopping and tourism amongst others.

The Core Scheme has been a phased project over the last 25 years which has restricted motor vehicles usage in some key city centre streets, initially with the use of rising bollards and more recently with camera enforcement. The Greater Cambridge Partnership aims to reduce vehicular traffic in Cambridge, particularly the central area and this should provide the opportunity to enhance the public realm for the benefit of those travelling on foot or by cycle.

Cambridge City Council have been working on planning guidance for the city centre called 'Making Space for People' currently in draft form. It covers the central area as well as Hills Road to

the Station and beyond to Cambridge Leisure, Mill Road and the Eastern Gateway area (see *Figure 17*). The document highlights the need to reduce the dominance of motor vehicles in this area and the baseline report identified the following key issues for people walking:

- Achieving greater pedestrian priority in more city centre streets
- The interaction between cyclists and pedestrians in key streets
- Wayfinding
- Street lighting and personal safety after dark
- Pedestrian safety and convenience at key junctions and routes

The area covered by the 'Making Space for People' guidance (see *Figure 17*) is a priority for pedestrian movement and all of the key streets

fall within category 1a – 2 of Cambridgeshire County Council Highways Footway Maintenance Hierarchy as well as key off-road paths.

Cambridge City Council is also working on changes to the Market Square which are focused on significant improvements for those on foot with more seating, more space, and more consistent and accessible surface materials.

Following the methodology used for the Market Towns we identified significant trip generators outside of the central area such as the Biomedical Campus in the south of the city, the West Cambridge site in the west and the Science Park in the north, all of which are major employment sites. We have also shown the secondary schools and colleges outside the city centre. The mapped routes are to these trip generators and also include neighbourhood centres such as Chesterton and Cherry Hinton High Streets.



Figure 17: **Making Space for People Area**



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Key

- | | | |
|-------------------|---------------------|---|
| Cambridge station | Buildings | Making Space for People Site Area Boundary |
| Railway | Natural environment | Making Space for People Project Area Boundary |
| | Water | |

Summary and conclusion

Cambridgeshire is a diverse county but with its flat terrain and compact city and market towns it offers a great opportunity to increase the number of local journeys made on foot and by cycle.

The Greater Cambridge area already has a strong cycling culture and the Bike Life survey underlined residents' support for more segregated cycle routes away from traffic. These routes are needed to persuade more people to get on their bikes and mitigate the effects of growth on the County's traffic levels.

Cycling and walking, both for short trips, and when longer journeys are combined with bus and rail, brings better accessibility to employment, education and services across the County. When walking and cycling are part of an everyday journey to work, school, leisure activities and shopping it is an easy way to stay fit and healthy both mentally and physically. More active travel leads to better productivity, less congestion, better air quality, increased footfall in shops, a better sense of community in an area and more vibrant places to live, work and visit.

The LCWIP forms part of the continuing work to increase the level of walking and cycling throughout Cambridgeshire. As set out in the Department for Transport guidance it identifies key routes based on origin – destination data in order to replace short car journeys with walking and cycling as the mode of travel of choice, and will help to form the basis for future funding bids.

The emerging Active Travel Strategy will be an important parent document which sets out the changes needed to ensure that providing for, and promoting Active Travel will be at the heart of what the County Council does and will identify a further set of cycling and walking routes which are needed to provide a comprehensive network which links communities throughout the County.

The LCWIP is not a static document and will be reviewed and updated on a regular basis to reflect changes such as new Local Plans, new developments, and new schemes such as the High Street Fund work. Long term travel patterns remain uncertain following the pandemic but the 2021 census information will still be a useful source of information for the next review of the document.





Business Planning Proposals for 2023-28: opening update and overview

To: Highways and Transport

Meeting Date: 4 October 2022

From: Steve Cox, Executive Director for Place & Sustainability

Electoral division(s): All

Key decision: No

Forward Plan ref: Not applicable

Outcome: This report outlines the process of setting a business plan and financial strategy for 2023-2028 which will culminate at the February Full Council. Through this report, Members will gain awareness of:

- the current business and budgetary planning position and estimates for 2023-2028
- the principal risks, contingencies and implications facing the Committee and the Council's resources
- the process and next steps for the Council in agreeing a business plan and budget for future years

Recommendation: It is recommended that the Committee:

- a. Notes the overview and context provided for the 2023 – 2028 business plan
- b. Notes the initial estimates made for demand, inflationary and other pressures
- c. Notes overview and estimates made for the updated capital programme

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1. Overview

- 1.1 The Council's Business Plan sets out how we will spend our resources to achieve our vision and priorities for Cambridgeshire, and the key outcomes we want for the county and its people. The business plan contains a five-year financial plan including estimates of investments, pressures, and savings over the whole period. The business plan now under development is for 2023-28. It is a statutory requirement for local authorities to set a balanced budget ahead of each new financial year.

- 1.2 On 8 February 2022, Full Council agreed the Business Plan for 2022-2027. This included a balanced revenue budget for the 2022/23 financial year with the use of some one-off funding but contained significant revenue budget gaps for subsequent years as a result of expenditure exceeding funding estimates. These budget gaps were, in £000:

Opening Budget Gaps

2022-23	2023-24	2024-25	2025-26	2026-27
balanced	17,396	22,737	16,782	18,337

- 1.3 Since the 2022-27 business plan was produced, the financial outlook has worsened. In particular, the international economic position has changed significantly, and there is increased uncertainty around national government policy. The budget gap for 2023/24 is now estimated as £28.5m, and a cumulative budget gap over the five-year draft business plan of £108m.

Revised Budget Gaps

2023-24	2024-25	2025-26	2026-27	2027-28
28,623	26,367	16,813	17,383	18,762

- 1.4 This is a very large increase in the gap projection. Central government has so far given no indication of further funding to Councils to meet pressures, and therefore we are planning on the basis of needing to close this budget gap almost entirely through decisions within the Council's control.
- 1.5 Further information on financial pressures facing the Council are set out below. The Council has a legal requirement to set a balanced budget for 2023/24, and therefore difficult decisions will need to be made in order to close the budget gap. The council may have to take steps to reduce the growing demand from the public for our services and may have to make dis-investments or reductions in lower priority services.
- 1.6 Inflation is expected to impact our budget over at least the next year in an unprecedented way. Typically, inflation represents a modest part of our overall budget growth, and estimates do not significantly change year-on-year. However, increases over the past year caused by the release of bottlenecks in demand following COVID-19 and then the outbreak of war in Ukraine has seen inflation rise to levels last seen in the 1980s. This impacts on the Council in the same way as it does on people's own household budgets. This could mean the Council will need to consider how we can cut back in some areas in order to make ends meet. The Council has finite funding, and most of our income, including taxation, is fixed at levels set by the government. We also cannot borrow or use cash reserves to fund an ongoing budget gap.

- 1.7 Inflation impacts on the Council's budgets in several ways. Inflation increases the amount we pay on a day-to-day basis for goods and services that we buy from external suppliers. So, rising national inflation indices (such as RPI) directly impact on us. Inflation can also impact us in more acute ways. Several of our large contracts (such as for waste disposal) have inflationary uplifts included into contracts pegged to national indices – as this is on a very large contract the difference between a 2% rise and an 8% rise can be very significant. We also purchase a large amount of electricity, around two thirds of our electricity bill goes to power streetlights. We also need power for the buildings the Council uses to serve the public like libraries, registration offices, highway depots and offices – and keeping these buildings open and warm may be even more important for individuals and communities during the colder months. In September 2022 the government announced some relief from energy price increases for public sector organisations. We are considering the detail of this announcement and its impact, if any, on the price projections we have for this business planning round. If the relief is only for six months, then it will not necessarily provide any reduction in prices faced over the medium-term.
- 1.8 The Council has a large capital programme, and rising costs of materials increases the overall cost of works and so requires us to borrow more. Finally, rising inflation is often linked with increased staff costs. Staffing is one of our highest costs and the need to pay staff a fair wage to ensure they can meet inflationary impacts they are facing in their own lives is important. This allows us to recruit and retain essential employees but is a direct cost to the Council.
- 1.9 We are also having to consider uncertain demand for our services following the pandemic. Traditional patterns of accessing social care services have changed, and the Council has a role to play in the wider health and social care system in ensuring people are discharged from hospital into appropriate care. Government reforms around social care have the potential to cost local government billions of pounds extra per year, but government funding is yet to be identified. We are also engaging with government to agree a Safety Valve deal to address our high needs school funding deficit. This is likely to displace costs previously funded by education grants and require transformational investment from the Council.
- 1.10 This means the Council has a much more challenging budgetary outlook than it did when setting its current business plan some months ago, with the increased costs of inflation on its own doubling our budget gap. Added to this are some unavoidable service pressures and government reforms, which result in the now much larger budget gap of over £28m next year. It is not sustainable to use reserves to close this budget gap as that can only ever be a short-term solution. Council reserves are there to help us to manage risk and provide some buffer if there are large, unexpected pressures. Difficult choices are in prospect as we consider the environmental, social, and financial concerns of the Council, and deliver a strategy that achieves a balanced budget.
- 1.11 The focus on delivering specific and wide-ranging savings to address our medium-term budget gap was mostly paused during the pandemic, and the focus was taken away from more traditional savings and efficiencies. Given the size of the budget gap next year, traditional savings and efficiencies will need to form a bigger part of our budgeting. Alongside this, we will continue working on cross-cutting changes to the way we work and how we support people who use our services to deliver sustainable change, reduce demand for our services, and reduce the inflationary impact on our services.

1.12 Ideally the Council wants to continue to focus on a range of more fundamental changes to the way we work, but we can only consider investment into these areas when the savings requirement is met. Once this happens these areas could include:

- Economic recovery – Economic recovery is at the heart of improving outcomes for people and managing demand for Council services. Although the economic position has changed significantly and uncertainty around inflation levels continue for the Council and the people of Cambridgeshire, overall Cambridgeshire is well placed to support growth and economic resilience, albeit the potentially severe financial consequences for some sectors and individuals. There are impacts on employment and household income levels for many across Cambridgeshire. The stress and anxiety caused by worrying about not having enough money to buy basic necessities or afford basic utilities, which has significantly increased due to the current inflation levels, is an important factor that affects demand for many of our services.
- Prevention and Early Intervention – To support people to remain as healthy and as independent as possible as well as reduce the health inequalities that have been exposed and exacerbated by the pandemic – we need to work with people and communities to help them help themselves or the person they care for or their community. This means improved access to advice and information about local support, asset building in communities and access to assistive technology. We will continue to build on how we support the networks and groups that developed during the pandemic to continue to be sustainable going forward, and where public services are needed, ensuring support is made available early so that people's needs are less likely to escalate.
- Decentralisation – To manage demand and enable people to remain living in their own homes in their local communities, and delay the need for more specialist services, we will continue to deepen our relationships with the voluntary and community sector, District, Parish and Town Councils, The Combined Authority & Greater Cambridge Partnership, and other public sector partners to continue to build place-based support services wrapped around our vulnerable people and communities; to reduce or delay the need for more specialist expensive services and build resilient and sustainable communities where people feel proud to live.
- Environment - Putting climate change and biodiversity at the heart of the council's work will require economic transformation. Failure to understand the risks of these two crises will impact economically on the lives of our communities and beyond. As a council, we aim to deliver 2030 net zero target for Cambridgeshire County Council as an organisation and develop clear actions for delivery of our Climate Change and Environment Strategy to achieve Net Zero by 2045 for the area, enabling service and investment decisions to be made in this context. Particularly through the generation of clean energy we can deliver a financial benefit to the Council but also save money through investment into greater energy and resource efficiency.
- Social Value - With a strong focus on outcomes and impact for our communities, we will be working with our public, private, voluntary and community partners to achieve our joint ambitions. We will seek to invest using social value criteria to drive improved outcomes, including health, the living wage and employment. We will look

to contribute to keeping spend local through our procurement, spending and organisational activities.

- 1.13 We will try to mitigate the impact of the measures we will need to take to balance the budget by ensuring that any investments we do make are targeted to make the most difference. To do this, we have adopted a triple bottom line scoring system for investment proposals, that reflect the environmental and social impact of decisions as well as the financial requirement. The most efficient investments at delivering environmental or social return will be prioritised.
- 1.14 For several years the Council has been setting budgets in an increasingly uncertain context. This business planning round continues with that uncertainty, and the estimates made in these papers reflect our best estimates of costs, savings, and income at this point in time. The Council's reserves policy provides for some mitigation of risk should the context change when budgets are set. We proactively monitor all budgets across the Council to ensure any flexibility to meet unexpected pressures is made clear.
- 1.15 In 2021/22 the Council participated in a peer challenge run by the Local Government Association. We have made progress on implementing all recommendations from that review. This includes taking a more strategic approach to business planning for Cambridgeshire and putting in place funding to ensure business change capacity. We are also working towards setting a more medium-term financial plan, subject to the uncertain economic and policy context that the Council is working in. The lack of a detailed multi-year local government finance settlement makes it difficult to predict the resources available to us.
- 1.16 All service committees will consider their relevant revenue business planning proposals and by December committee they will be asked to endorse proposals to January Strategy and Resources Committee as part of the consideration for the overall Business Plan. These proposals are currently being developed and will each have a robust implementation plan, which allows as much mitigation as possible against the impact of current financial challenges. Where proposals reflect joint initiatives between different directorate areas these will go before the relevant Committees to ensure appropriate oversight from all perspectives. Until we have a route to a balanced budget, discretionary investments will be prioritised but not added to the business plan until it is clear what is affordable.
- 1.17 At this stage, the naming and organisation of services in the accompanying finance tables reflect the organisational structure pre-September 2022. The final versions of finance tables considered by committee will be based on the revised corporate structure.

2. Building the revenue budget

- 2.1 As we have a five-year business plan, the first four years of the new business plan already have a budget allocation. We revise the estimates for demand, inflation, and other pressures first to confirm the budget needed to deliver the same level of service and add in any new pressures or investment proposals. These budget changes are presented first to service committees and, overall, there is a gap between our budget requirement and the funding available.

- 2.2 We then work to close the budget gap through savings and efficiency initiatives, identification of additional income and revision of pressure estimates, presenting these further changes to committees later in the year. Ultimately, a balanced budget needs to be set by 1 March.
- 2.3 Delivering a balanced budget in the current economic context will not be easy, and it is a challenge facing the whole of local government. The Council will need to draw on a range of approaches in order to arrive at a balanced budget, produce an overall sustainable financial strategy and meet the Joint Administration's policy objectives. This will include looking at opportunities for dis-investment from non-statutory services that are not delivering our objectives, as well as strengthening services that result in maintaining people's independence such that they do not need to rely on our services.
- 2.4 As the economic picture develops, and as the policies of the new national government become clearer, we will update the key budget estimates to ensure they are as accurate as we can make them. We intend to set a budget with a reasonable balance of risk, and therefore should not be assuming the worst-case scenario will happen. The Council retains reserves to mitigate against unforeseen risk.
- 2.5 The changes so far to the budget gap estimation have been:

	2023-24	2024-25	2025-26	2026-27	2027-28
Opening budget gap	17,396	22,737	16,782	18,337	18,596
Key estimates updates					
Expenditure inflation estimates update	17,348	3,868	308	182	873
Income inflation estimates update	-1,939	-752	-900	-979	-923
2022/23 Staff Award Pay Inflation	3,500	0	0	0	0
Demand estimates update	-2,632	-1,273	-413	-119	759
Pressures					
Waterbeach Waste Treatment Facilities	0	580	0	0	0
IT & Digital Services - revenue investment to replace capital	965	939	1,071	0	0
Offsetting capitalisation of current revenue spend	-965	-215	0	0	0
Harmonisation of terms & conditions for insourced children's homes staff	311	0	0	0	0
Savings					
Energy schemes	-1,857	-44	-28	-29	-31
Council-wide mileage budget reduction	-500	0	0	0	0
Corporate vacancy factor	-400	0	0	0	0
Adults employment support contract retender	-40	0	0	0	0
Adults retender of block domiciliary care	-525	0	0	0	0
Public Health contract and related savings	-62	0	0	0	0
Funding changes					
Un-ringfenced home to school transport grant increase	-275	0	0	0	0
Business rates pool income	-700	700	0	0	0
Better Care Fund contributions increase	-872	0	0	0	0
Miscellaneous changes	-130	-173	-7	-9	-512
Revised budget gap	28,623	26,367	16,813	17,383	18,762

- 2.6 More detail about the proposals that make up this table relevant to this committee are set out in section 4 below.

This budget gap contains our best estimates of likely inflation, demand and other costs that we will face in 2023-28. Our estimate of the potential range of budget gaps over the five-year medium-term ranges from over £140m down to £70m, due to the huge range of uncertainty in most aspects of our work. We believe the current budget gap projected for 2023/24 is at the upper end of the potential range, and through the rest of the medium-term our estimates are broadly in the mid-range of potential outcomes.

3. Capital Programme

3.1 The Capital Programme

- 3.1.1 To assist in delivering its Business Plan, the Council needs to provide, maintain, and update long term assets (often referred to as 'fixed assets'), which are defined as those that have an economic life of more than one year. Expenditure on these long-term assets is categorised as capital expenditure and is detailed within the Capital Programme for the Council.
- 3.1.2 Each year the Council adopts a ten-year rolling capital programme as part of the Business Plan. The very nature of capital planning necessitates alteration and refinement to proposals and funding during the planning period; therefore, whilst the early years of the Business Plan provide robust, detailed estimates of schemes, the later years only provide indicative forecasts of the likely infrastructure needs and revenue streams for the Council. For each new business planning round, new schemes are developed by Services and all existing schemes are reviewed and updated as necessary before being presented to Capital Programme Board and subsequently Service Committees for further review and development.
- 3.1.3 Strategy and Resources will review the final overall programme in January, in particular regarding the overall levels of borrowing and financing costs, before recommending the programme as part of the overarching Business Plan for Full Council to consider in February.
- 3.1.4 There has been a sharp inflationary rise on construction goods due to international economic conditions and wider supply chain issues, as well as the energy crisis. Where the impact of this is known or can be estimated, it has been included, but further rises are anticipated.

3.2 Revenue Impact of the Capital Programme

- 3.2.1 All capital schemes can have a potential two-fold impact on the revenue position, relating to any cost of borrowing through interest payments and repayment of principal and the ongoing revenue costs or benefits of the scheme. Conversely, not undertaking schemes can also have an impact via needing to provide alternative solutions, such as Home to School Transport (e.g., transporting children to schools with capacity rather than investing in capacity in oversubscribed areas).

3.2.2 The Council is required by the Chartered Institute of Public Finance and Accountancy's (CIPFA's) Prudential Code for Capital Finance in Local Authorities 2021 to ensure that it undertakes borrowing in an affordable and sustainable manner. In order to achieve this, Strategy & Resources recommends an advisory limit on the annual financing costs of borrowing (debt charges) over the life of the Plan. In order to afford a degree of flexibility from year to year, changes to the phasing of the limit is allowed within any three-year block (the current block starts in 2021-22), so long as the aggregate limit remains unchanged. Strategy & Resources are due to set limits for the 2032-24 Business Plan as part of the Capital Strategy review in December.

3.3 Summary of the Draft Capital Programme

3.3.1 The revised draft Capital Programme is as follows:

Service Block	2023-24 £'000	2024-25 £'000	2025-26 £'000	2026-27 £'000	2027-28 £'000	Later Yrs £'000
People Services	68,510	164,521	96,620	107,875	52,335	18,096
Place and Sustainability	414,459	60,413	31,208	22,283	18,946	18,969
Corporate Services	167,648	5,391	3,252	1,260	800	800
Total	650,617	230,325	131,080	131,418	72,081	37,865

3.3.2 This is anticipated to be funded by the following resources:

Funding Source	2023-24 £'000	2024-25 £'000	2025-26 £'000	2026-27 £'000	2027-28 £'000	Later Yrs £'000
Grants	177,504	48,150	43,356	33,189	29,729	26,651
Contributions	93,951	66,635	37,675	20,431	35,951	38,844
Capital Receipts	15,130	24,990	19,842	12,000	2,000	6,000
Borrowing	248,537	91,866	30,535	65,798	32,280	3,216
Borrowing (Repayable)*	115,495	-1,316	-328	-	-27,879	-36,846
Total	650,617	230,325	131,080	131,418	72,081	37,865

* Repayable borrowing nets off to zero over the life of each scheme and is used to bridge timing gaps between delivery of a scheme and receiving other funding to pay for it.

All funding sources above are off-set by an amount included in the capital variation budget, which anticipates a degree of slippage across all programmes and then applies that slippage to individual funding sources.

3.3.3 The level of prudential borrowing currently projected for this business plan is an increase of approximately £34.7m, which will impact on the level of debt charges incurred. The debt charges budget is also currently undergoing thorough review of interest rates, internal cash balances, Minimum Revenue Provision charges and estimates of capitalisation of interest – the results of this will be fed into the next round of committee papers.

4. Overview of Highways and Transport Draft Revenue Programme

4.1 This section provides an overview of new pressures and risks and the savings and income proposals within the remit of the Committee.

4.2 Pressures and Risks:

- Materials supply and costs are an increasingly significant pressure on the delivery of highway services. Bitumen and steel supply are uncertain due to the Ukraine war and the impact this is having on global supply chains. This is driving up prices. Some electronics are also in short supply with implications for signals and street lighting, this is causing an escalation of costs. The highways industry is seeing higher than average inflation, particularly relating to bitumen products which make up around 70% of spending.
- The consequence of escalating costs and constrained supply is that highway delivery programmes will be reduced to match available budget allocations.
- DfT (Department for Transport) Capital allocations (made through the CPCA - Cambridgeshire and Peterborough Combined Authority) have been held with no increase for inflation, which results in a year-on-year reduction in funding. It is anticipated that this could worsen in coming years putting additional pressure on the revenue budgets for maintenance.
- It is currently estimated that there will be a 100% increase in energy costs from October 2022. This projection is based on the information currently available and given the volatility of the market there is increasing uncertainty as to how forecast inflation will settle over future years. There are also potential risks to energy supply which could result in energy shortages that may require the authority to actively manage energy use across the streetlighting infrastructure.
- Service capacity to deliver highway services: As has been discussed previously at Committee, there are significant pressures on the staffing resources across all services within Highways and Transport. The review of the highway maintenance structure, the development of an Apprenticeship programme and on-going recruitment will help address these issues in the longer term.
- Changed behaviours, working practices and modal shift is impacting on the generation of income through parking services. This has recovered to some extent since the significant impact of COVID-19 and periods of national 'lockdown', but this has not recovered to pre-pandemic levels.

4.3 Savings and Income proposals:

The following proposals are early ideas, under development, and not yet included in the business plan tables:

Streetlighting: Dimming (revenue investment, revenue savings)

With energy prices due to increase by 100% in October 2022 the Council's energy spend for street lighting will reach an annual cost of £3.3m. Therefore, any interventions reducing energy consumption by a significant percentage will have a considerable impact on future budget demands and will insulate the council from further price increases.

The primary focus of the following proposals is to reduce ongoing costs for the authority by reducing energy consumption. However, additional benefits will be delivered including a significant reduction in carbon in line with the percentage cost saving, improved lighting quality and reduced maintenance costs long term. The options being considered are:

1. LED replacement programme
2. Further Dimming
3. Part Night Lighting
4. LED replacement with interim further Dimming

Three options are proposed for consideration with a fourth hybrid option offering the greatest benefit by combining LED and Dimming to deliver greater savings at the same cost as LED alone.

1. LED Replacement programme

The current lighting assets consume considerably more energy than modern LED lanterns. A four-year programme of replacements would be implemented to replace these with energy efficient LED's. This would reduce energy consumption from its current level of circa 750k KWH down to circa 204k KWH per month, representing a saving of 73% of energy and carbon against current levels. For reference, the current energy spend is in the region of £3.3m per annum, the anticipated energy saving would be c £2.4M.

This option requires a significant investment of c £13.28M spread over four years and offers a payback on the investment in under seven years. Any further increases in energy prices would reduce the payback period.

2. Dimming

Currently the council have implemented an optimal level of dimming to meet lighting standards whilst minimising energy use. The current street lighting dimming regime involves streetlighting being dimmed in residential/public areas between the hours of 22:00 and 06:00. There is the potential to implement a further dimming programme of certain assets to derive a small additional energy saving. This regime would reduce lighting levels to 60% output from 8pm to midnight, then to 40% until 6am. This proposal would not apply to traffic routes or Cambridge city centre. Certain assets can be remotely controlled using CMS (Central Management System) offering an immediate benefit with minimal implementation cost. A further implementation phase would be required to implement dimming on the remaining assets requiring in person visits to retrieve, reprogramme and return lanterns with the new dimming regime. This programme could be implemented over a two-year

period with an estimated investment requirement of c £867k and an annual saving of c £235k upon completion.

3. Part night lighting

This would involve completely turning off certain assets for a period of the night which would result in chosen assets being unlit for the period of 1am to 5am. In principle this would be applied to the same set of assets as the enhanced dimming regime, however an estimated 25% of these assets would not be appropriate for part night lighting due to their location on junctions, around conflict areas, public services such as hospitals, or areas where CCTV is present. This approach would require significant consultation with stakeholders before finalising a list of assets for implementation. A similar approach to that of dimming would be taken with CMS assets changed prior to a programme of in person visits over a two-year period with a potential saving of £580k.

4. LED replacement with interim dimming

This hybrid approach would implement a dimming regime to assets on the CMS system to derive an immediate saving, with the four-year LED programme to be implemented to generate significant long-term savings in line with the proposed LED replacement programme. The implementation of interim dimming would generate an additional temporary saving of c£370k spread over the four-year rollout programme with negligible additional cost over that of the LED programme.

Reduction in Energy Spend

Option	Annual Energy Spend	Reduction in Annual energy spend post completion	% Reduction
LED Replacement programme	£3.3m	£2.4m	73%
Dimming	£3.3m	£235k	7%
Part night lighting	£3.3m	£580k	17%
LED replacement with interim dimming	£3.3m	£2.4m (+ one-off saving £370k during replacement programme)	73%

Highway Materials Recycling (capital investment, revenue and capital savings)

With the current pressures being seen on the supply market for highway materials, the advantages of creating a circular economy for highway materials in Cambridgeshire to deliver materials recovery and recycling capacity is increasingly attractive. This would not only help protect the authority from escalating material price and market pressures but would also provide a significant step forward in delivering a decarbonised, Net Zero Highways service.

This proposal involves a two-phase approach to the development and implementation of recovery and recycling processes for highway materials within Cambridgeshire and would see the recovery of approximately 16,000 tonnes of material per annum, with a carbon saving of c200t. It would avoid the disposal of over 300t of gully waste and potentially create between three to six new jobs. This option is being developed further with the support of Milestone but would sit outside the term maintenance contract to provide the necessary long-term control for the authority. The proposal uses well proven technology and processes and would lead the service to developing a 'recycled first' approach to material use in all our schemes. Once developed it will also be possible to explore the opportunities to process resources on behalf of other operators and generate income for the authority whilst enabling others to reduce their carbon footprint.

Phase 1 will deliver capacity to accommodate 30% of the potential materials recovery through the development of a facility within the current footprint of the March Highways Depot. It is anticipated that an initial investment of c£500k would deliver on-site processes that could see a reduced material cost of £250k per annum, with materials being recovered within year 2023/24.

Phase 2 of this programme would see the service increasing to 100% capacity. This would require additional land to accommodate a recycling and recovery facility that can accommodate a larger facility to handle an increased volume and range of materials.

This would see a new site in the northwest of the county, (or an expansion of the facility in March) and will require an initial capital investment of c£2M. This figure is highly dependent upon any land acquisition costs. It is anticipated that at full capacity the recycling facilities will deliver savings of c£750,000 per year from 25/26, if set up is delivered in 24/25. We would look to recycle all road materials, gully arisings, grass cuttings, and concrete.

We will need Environment Agency Approvals and ensure we are protecting the environment at the facility, so officers are working with planning colleagues to ensure relevant protections and compliances could be put in place.

The development of this capacity within the county will deliver sustained financial, carbon and environmental savings for the County Council.

Realigning planned maintenance investment for 2023-2024 to help manage inflation pressures

As outlined above, the highways industry is seeing increasing levels on inflation pressures across the material supply chain. This will impact on the capacity to deliver works as the cost of individual maintenance schemes increases. The Highway Service is working with partners and suppliers to establish the level of inflation across the range of materials and operations, and this will inform the development of the 23/24 delivery programmes. The current estimate is that inflation within highways is running at c 13%.

4.4 Development of further proposals

All services within Highways and Transport are continuing the process of challenging ways of working and services being delivered to identify future opportunities to achieve savings,

secure funding, generate income and improve efficiencies, as well as identify future pressures. Further proposals will be developed and presented to the December Committee.

5. Overview of Highways and Transport Draft Capital Programme

5.1 The revised draft Capital Programme for Place and Sustainability is as follows:

Capital Expenditure	2023-24 £'000	2024-25 £'000	2025-26 £'000	2026-27 £'000	2027-28 £'000	Later Yrs £'000
Place and Sustainability	60,413	31,208	22,283	18,946	18,969	23,279

5.2 This is anticipated to be funded by the following resources:

Funding Source	2023-24 £'000	2024-25 £'000	2025-26 £'000	2026-27 £'000	2027-28 £'000	Later Yrs £'000
Grants	22,245	22,508	17,585	17,585	17,585	-
Contributions	15,918	3,227	1,005	1,005	1,005	4,260
Borrowing	22,250	5,473	3,693	356	379	19,019
Total	60,413	31,208	22,283	18,946	18,969	23,279

5.3 The full list of Place and Sustainability capital schemes is shown in the draft capital programme in Appendix 1c. Table 4 lists the schemes with a description and with funding shown against years. Table 5 shows the breakdown of the total funding of the schemes, for example whether schemes are funded by grants, developer contributions or prudential borrowing.

5.4 Papers on the individual schemes have been, or will be, considered separately by the relevant Service Committee where appropriate.

5.5 New Schemes and Changes to Existing Capital Schemes

5.5.1 Both new schemes and changes to existing schemes, such as rephasing, re-costing, and revised funding are highlighted below.

5.5.2 Operating the Network Schemes

This area is funded by Local Transport Plan grant funding from the Department for Transport (DfT). The assumption is made that funding that now goes via the Combined Authority will now be passported across to Cambridgeshire. We are unlikely to know the level of this grant until February 2022, an assumption has been made that it will be the same as 2022/23.

5.5.3 Pothole Funding

An assumption has been made that this grant will be made again in 2023-24 and the estimate currently assumed maintains the support to ensure the budget for pothole repairs and funding of the Footpaths and Pavements schemes is at the same level as the 2022/23 budget. This is based on a statement issued by the DfT that this funding is likely to continue to 2024/25 although the actual level of the grant will not be known until February 2022.

5.5.4 St Ives Local Improvements

Scheme fully funded by the Combined Authority which commenced in 2022/23 to help with congestion on the network of roads in St Ives. Total budget allocated to this scheme £2.3m.

6. Next steps

6.1 The high-level timeline for business planning is shown in the table below.

October / November	Service Committees provided with an update of the current position
November / December	Draft business cases go to committees for consideration. Draft Strategic Framework and MTFS to Strategy and Resources Committee.
January	Strategy and Resources Committee will review the whole draft Business Plan for recommendation to Full Council
February	Full Council will consider the draft Business Plan

7. Alignment with corporate priorities

Report authors should evaluate the proposal(s) in light of their alignment with the following five Corporate Priorities [Strategic Framework 2022-2023](#).

The purpose of the Business Plan is to consider and deliver the Council's vision and priorities and section 1 of this paper sets out how we aim to provide good public services and achieve better outcomes for communities. As the proposals are developed, they will consider the corporate priorities:

- Environment and Sustainability
- Health and Care
- Children and Young People
- Transport

8. Significant Implications

8.1 Resource Implications

The proposals set out the response to the financial context described in section 4 and the need to change our service offer and model to maintain a sustainable budget. The full detail of the financial proposals and impact on budget will be described in the financial tables of the business plan. The proposals will seek to ensure that the most effective use is made of available resources ensuring the delivery of the best affordable services, given the pressures on funding.

8.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications for the proposals set out in this report. Details for specific proposals will be set out in the business cases. All required procurement activity will be fully compliant with the Council's Contract Procedure Rules.

8.3 Statutory, Legal and Risk Implications

The proposals set out in this report respond to the statutory duty on the Local Authority to deliver a balanced budget. Cambridgeshire County Council will continue to meet the range of statutory duties for supporting our citizens.

8.4 Equality and Diversity Implications

Each of the proposals being developed will include a summary of key points from the Equality Impact Assessments carried out. These summaries will describe how each proposal will not discriminate against vulnerable, minority and protected groups. They will highlight any positive impacts and mitigations for any negative impacts.

8.5 Engagement and Communications Implications

Our Business Planning proposals are informed by the CCC public consultation and will be discussed with a wide range of partners throughout the process. The feedback from consultation will continue to inform the refinement of proposals. Where this leads to significant amendments to the recommendations a report would be provided to Strategy and Resources Committee.

8.6 Localism and Local Member Involvement

As the proposals develop, we will have detailed conversations with Members about the impact of the proposals on their localities. We are working with members on materials which will help them have conversations with Parish Councils, local residents, the voluntary sector and other groups about where they can make an impact and support us to mitigate the impact of budget reductions.

8.7 Public Health Implications

It will be important to secure a better understanding of the impact of COVID-19 upon Public Health outcomes along with other service areas. There is emerging evidence of increases on obesity and smoking along with other key Public Health areas. Over the longer term this will increase demand for preventative and treatment services.

8.8 Environment and Climate Change Implications on Priority Areas

The climate and environment implications will vary depending on the detail of each of the proposals. The implications will be completed accordingly within each business case for the December committees.

Have the resource implications been cleared by Finance? Yes

Name of Financial Officer: Sarah Heywood

Have the procurement/contractual/ Council Contract Procedure Rules implications been cleared by the Head of Procurement? Yes

Name of Officer: Clare Ellis

Has the impact on statutory, legal and risk implications been cleared by the Council's Monitoring Officer or LGSS Law? Yes

Name of Legal Officer: Fiona McMillan

Have the equality and diversity implications been cleared by your Service Contact? Yes

Name of Officer: Jules Ient

Have any engagement and communication implications been cleared by Communications? Yes

Name of Officer: Sarah Silk

Have any localism and Local Member involvement issues been cleared by your Service Contact? Yes

Name of Officer: Julia Turner

Have any Public Health implications been cleared by Public Health? Yes

Name of Officer: Iain Green

If a Key decision, have any Environment and Climate Change implications been cleared by the Climate Change Officer?

Yes

Name of Officer: Emily Bolton

9. Source documents guidance

Appendix 1a	Introduction to the finance tables
Appendix 1b	Place and Economy* Revenue Table 3
Appendix 1c	Place and Economy* Capital Tables 4 and 5

*See section 1.17

Appendix 1a – Introduction to the Finance Tables

In the full business plan, there are usually six finance tables. Tables 1-3 and 6 relate to revenue budgets, while tables 4 and 5 relate to capital budgets and funding.

At this stage of the business planning cycle, we produce Tables 3 for revenue, along with the capital tables (4 and 5).

Table 3

Table 3 explains in detail the changes to the previous year's budget over the period of the Business Plan, in the form of individual proposals. At the top it takes the previous year's gross budget and then adjusts for proposals, grouped together in sections, covering inflation, demography and demand, pressures, investments and savings to give the new gross budget. The gross budget is reconciled to the net budget in Section 7. Finally, the sources of funding are listed in Section 8. An explanation of each section is given below:

- **Opening Gross Expenditure:**
The amount of money available to spend at the start of the financial year and before any adjustments are made. This reflects the final budget for the previous year.
- **Revised Opening Gross Expenditure:**
Adjustments that are made to the base budget to reflect permanent changes in a Service Area. This is usually to reflect a transfer of services from one area to another.
- **Inflation:**
Additional budget provided to allow for pressures created by inflation. These inflationary pressures are particular to the activities covered by the Service Area.
- **Demography and Demand:**
Additional budget provided to allow for pressures created by demography and increased demand. These demographic pressures are particular to the activities covered by the Service Area. Demographic changes are backed up by a robust programme to challenge and verify requests for additional budget.
- **Pressures:**
These are specific additional pressures identified that require further budget to support.
- **Investments:**
These are investment proposals where additional budget is sought, often as a one-off request for financial support in a given year and therefore shown as a reversal where the funding is time limited (a one-off investment is not a permanent addition to base budget).
- **Savings:**

These are savings proposals that indicate services that will be reduced, stopped or delivered differently to reduce the costs of the service. They could be one-off entries or span several years.

- **Total Gross Expenditure:**
The newly calculated gross budget allocated to the Service Area after allowing for all the changes indicated above. This becomes the Opening Gross Expenditure for the following year.
- **Fees, Charges & Ring-fenced Grants:**
This lists the fees, charges and grants that offset the Service Area's gross budget. The section starts with the carried forward figure from the previous year and then lists changes applicable in the current year.
- **Total Net Expenditure:**
The net budget for the Service Area after deducting fees, charges and ring-fenced grants from the gross budget.
- **Funding Sources:**
How the gross budget is funded – funding sources include cash limit funding (central Council funding from Council Tax, business rates and government grants), fees and charges, and individually listed ring-fenced grants.

Table 4

This presents a Service Area's capital schemes, across the ten-year period of the capital programme. The schemes are summarised by start year in the first table and listed individually, grouped together by category, in the second table. The third table identifies the funding sources used to fund the programme. These sources include prudential borrowing, which has a revenue impact for the Council.

Table 5

Table 5 lists a Service Area's capital schemes and shows how each scheme is funded. The schemes are summarised by start year in the first table and listed individually, grouped together by category, in the second table.

Section 3 - B: Place and Economy

Table 3: Revenue - Overview

Budget Period: 2023-24 to 2027-28

Detailed Plans	Outline Plans
----------------	---------------

Ref	Title	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	Description
1	OPENING GROSS EXPENDITURE	91,621	101,199	106,631	109,192	112,075	
1.999	REVISED OPENING GROSS EXPENDITURE	91,621	101,199	106,631	109,192	112,075	
2	INFLATION						
B/R.2.001	Inflation	9,464	2,427	2,504	2,612	2,725	The total inflation allocation is calculated based on the different inflation indicator estimates for each budget type – so pay awards, oil, gas, etc all have specific inflationary assumptions applied.
2.999	Subtotal Inflation	9,464	2,427	2,504	2,612	2,725	
3	DEMOGRAPHY AND DEMAND						
B/R.3.007	Waste Disposal	239	243	247	249	235	Extra cost of landfilling additional waste produced by an increasing population.
3.999	Subtotal Demography and Demand	239	243	247	249	235	
4	PRESSURES						
B/R.4.013	Guided Busway Defects	-1,610	-650	-	-	-	- The Council is in dispute with the contractor over defects in the busway construction. The original funding was to support repairs to defects and legal costs in support of the Council's legal action against the Contractor. This entry part reverses this funding.
B/R.4.014	Waterbeach Waste Facility	-900	580	-	-	-	- Potential revenue costs from work to conform with odour regulations. Partial reduction in the initial investment made in 2022/23 and permanent increased cost from 2024/25. One off costs to be met from reserves.
B/R.4.020	Stanground Closed Landfill Site - operating costs	-	120	3	3	3	3 The Council is installing a solar park facility and battery storage system at the Stanground closed landfill site, capital project reference F/C.2.121. These are the expected operating costs.
B/R.4.022	Swaffham Prior Community Heat Scheme - operating costs	36	30	-55	34	34	34 The Council is building an energy centre in Swaffham Prior that will use ground source and air source heat pumps to provide heat to people's homes via a heat network. The heat network has been built via a wholly owned Special Purpose Vehicle, which is funded through a mixture of external grant and direct grant from CCC. The network is intended to provide heat to some 300 houses in Swaffham Prior. The electricity for the heat pumps will mainly come from North Angle Solar Farm via a private wire connection. These are the operating costs for project.
B/R.4.023	Babraham Smart Energy Grid - operating costs	38	-4	18	20	20	20 The Council is building a Smart Energy Grid at the Babraham Park & Ride site, capital project reference F/C.2.119. These are the expected operating costs.
B/R.4.024	St Ives Smart Energy Grid - operating costs	16	1	13	-13	-13	-13 The Council is building a Smart Energy Grid at the St Ives Park & Ride site, capital project reference F/C.2.118. These are the expected operating costs.

Section 3 - B: Place and Economy

Table 3: Revenue - Overview

Budget Period: 2023-24 to 2027-28

Detailed Plans	Outline Plans
----------------	---------------

Ref	Title	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	Description
B/R.4.026	North Angle Solar Farm, Soham - operating costs	398	10	10	10	11	The proposal is to construct a 39MW DC / 29.4MW AC solar farm on an area of approximately 200 acres of Rural Estate property in Soham. These are the operating costs for the project.
4.999	Subtotal Pressures	-2,022	87	-11	54	55	
5	INVESTMENTS						
B/R.5.104	Investment in Highways Services	1,000	1,000	-	-	-	- Investment in Highways Services to increase funding for proactive treatment and maintenance of roads, bridges and footpaths.
B/R.5.110	County Biodiversity Enhancements	40	-	-	-	-	- Year 2 additional funding to develop the actions required for the biodiversity commitments within the Climate Change & Environment Strategy and to ensure the best biodiversity and natural capital benefits are gained from CCC owned public assets.
B/R.5.111	Community Flood Action Programme	-75	-	-	-	-	- To continue the Community Flood Action Programme (CFAP) beyond 2021/22, £150k was awarded in 2022/23 of which £75k was only for 1 year. This is the removal of the £75k of the temporary funding in year 1.
B/R.5.112	Managing Climate Change	-80	-110	-150	-	-	- Removal of the temporary £340k of funding from the Just Transition fund, allocated in 2022/23.
B/R.5.113	'Active Parks' Unit	-40	-	-	-	-	- Removal of the temporary funding allocated in 2022/23.
B/R.5.115	St Ives Smart Energy Grid - Interest Costs	346	-4	-4	-5	-5	-5 The Council is building a Smart Energy Grid at St Ives Park & Ride site, capital project reference F/C.2.118. These are the expected borrowing costs associated with the scheme to be repaid using income from the sale of energy.
B/R.5.116	Babraham Smart Energy Grid - Interest Costs	-	353	-4	-4	-4	-4 The Council is building a Smart Energy Grid at the Babraham Park & Ride site, capital project reference F/C.2.119. These are the expected borrowing costs associated with the scheme to be repaid using income from the sale of energy.
B/R.5.117	Stanground Closed Landfill Site - Interest costs	-	434	-4	-5	-5	-5 The Council is installing a solar park facility and battery storage system at the Stanground closed landfill site, capital project reference F/C.2.121. These are the expected borrowing costs associated with the scheme to be repaid using income from the sale of energy and provision of grid services.
B/R.5.119	Swaffham Prior Community Heat Scheme - Interest Costs	368	-4	-3	-4	-4	-4 These are the expected borrowing costs associated with the scheme, to be repaid using income from the sale of renewable energy to homeowners and the sale of carbon credits.

Section 3 - B: Place and Economy

Table 3: Revenue - Overview

Budget Period: 2023-24 to 2027-28

Detailed Plans	Outline Plans
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Ref	Title	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	Description
B/R.5.121	North Angle Solar Farm, Soham - Interest Costs	358	1,006	-14	-14	-15	The Council is installing a solar park facility at North Angle Farm, Soham, capital project reference F/C.2.123. These are the expected borrowing costs associated with the scheme to be repaid using income from the sale of energy.
5.999	Subtotal Investments	1,917	2,675	-179	-32	-33	
6	SAVINGS H&T						
B/R.6.215	Recycle asphalt, aggregates and gully waste	-20	-	-	-	-	Savings achieved through recycling and reuse of materials.
6.999	Subtotal Savings	-20	-	-	-	-	
	TOTAL GROSS EXPENDITURE	101,199	106,631	109,192	112,075	115,057	
7	FEES, CHARGES & RING-FENCED GRANTS						
B/R.7.001	Previous year's fees, charges & ring-fenced grants	-25,856	-30,244	-31,914	-32,150	-32,546	Previous year's fees and charges for the provision of services and ring-fenced grant funding rolled forward.
B/R.7.002	Fees and charges inflation	-145	-120	-130	-137	-142	Additional income for increases to fees and charges in line with inflation.
B/R.7.006	Changes to fees, charges & ring-fenced grants	-	-	-	-	-	Adjustment for changes to fees, charges & ring-fenced grants reflecting decisions made in 2022-23.
	Changes to fees & charges						
B/R.7.102	Review and re-baselining of P&E income	100	150	-	-	-	Review and re-baselining of P&E income
B/R.7.121	COVID Impact - Park & Ride	-150	-	-	-	-	Reversal of temporary Covid support funding
B/R.7.122	COVID Impact - Guided Busway	-200	-	-	-	-	Reversal of temporary Covid support funding
B/R.7.124	COVID Impact - Parking	-300	-	-	-	-	Reversal of temporary Covid support funding
B/R.7.126	COVID Impact - Other	-50	-	-	-	-	Reversal of temporary Covid support funding
B/R.7.128	St Ives Smart Energy Grid - Income Generation	-133	-5	-6	-6	-6	This is the revenue expected to be generated from the Smart Energy Grid at St Ives Park & Ride site, through the sale of energy to customers.
B/R.7.129	Babraham Smart Energy Grid - Income Generation	-281	-34	-19	-17	-17	The Council is building a Smart Energy Grid at the Babraham Park & Ride site, capital project reference F/C.2.119. This is the expected revenue generation from selling electricity to customers.

Section 3 - B: Place and Economy

Table 3: Revenue - Overview

Budget Period: 2023-24 to 2027-28

Detailed Plans	Outline Plans
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Ref	Title	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	Description
B/R.7.131	Stanground Closed Landfill Site - Income Generation	-	-510	-23	-24	-24	The Council is installing a solar park facility and battery storage system at the Stanground closed landfill site, capital project reference F/C.2.121. This is the revenue expected to be generated from the sale of energy and provision of grid services.
B/R.7.132	Swaffham Prior Community Heat Scheme - Income Generation	-274	-35	-120	-121	-121	This is the expected revenue to be generated from the sale of renewable energy to homeowners and the sale of carbon credits.
B/R.7.133	North Angle Solar Farm, Soham - Income Generation	-2,952	-1,116	-81	-83	-85	The proposal is to construct a 39MW DC / 29.4MW AC solar farm on an area of approximately 200 acres of Rural Estate property in Soham. Members approved the progression of the project from the initial outline business case to the development of an Investment Grade Proposal. This is the revenue expected to be generated from selling electricity to the national grid.
B/R.7.134	Light blue fibre income	-23	-	23	-8	-	- Light blue fibre income
B/R.7.135	Parking Services income	20	-	-	-	-	- Parking Services income
B/R.7.202	Changes to ring-fenced grants Change in Public Health Grant	-	-	120	-	-	- Change in ring-fenced Public Health grant to reflect change of function and expected treatment as a corporate grant from 2022-23 due to removal of ring-fence.
7.999	Subtotal Fees, Charges & Ring-fenced Grants	-30,244	-31,914	-32,150	-32,546	-32,941	
	TOTAL NET EXPENDITURE	70,955	74,717	77,042	79,529	82,116	

FUNDING SOURCES							
8	FUNDING OF GROSS EXPENDITURE						
B/R.8.001	Budget Allocation	-70,955	-74,717	-77,042	-79,529	-82,116	Net spend funded from general grants, business rates and Council Tax.
B/R.8.002	Public Health Grant	-120	-120	-	-	-	- Funding transferred to Service areas where the management of Public Health functions will be undertaken by other County Council officers, rather than directly by the Public Health Team.
B/R.8.003	Fees & Charges	-23,356	-25,026	-25,382	-25,778	-26,173	Fees and charges for the provision of services.
B/R.8.004	PFI Grant - Street Lighting	-3,944	-3,944	-3,944	-3,944	-3,944	PFI Grant from the Department for Transport (DfT) for the life of the project.
B/R.8.005	PFI Grant - Waste	-2,611	-2,611	-2,611	-2,611	-2,611	PFI Grant from the Department for Environment, Food & Rural Affairs (DEFRA) for the life of the project.
B/R.8.007	Bikeability Grant	-213	-213	-213	-213	-213	DfT funding for the Bikeability cycle training programme.
8.999	TOTAL FUNDING OF GROSS EXPENDITURE	-101,199	-106,631	-109,192	-112,075	-115,057	

Section 3 - B: Place and Economy

Table 4: Capital Programme

Budget Period: 2023-24 to 2032-33

Summary of Schemes by Start Date	Total Cost £000	Previous Years £000	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	Later Years £000
Ongoing	107,787	78,700	-982	7,219	9,427	9,427	9,427	-5,431
Committed Schemes	444,866	330,430	47,136	19,660	8,527	5,190	5,213	28,710
2022-2023 Starts	28,274	5,329	5,629	4,329	4,329	4,329	4,329	-
2023-2024 Starts	8,630	-	8,630	-	-	-	-	-
TOTAL BUDGET	589,557	414,459	60,413	31,208	22,283	18,946	18,969	23,279

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	Later Years £000	Committee
B/C.01	Integrated Transport												
B/C.1.002	Air Quality Monitoring	Funding towards supporting air quality monitoring work in relation to the road network with local authority partners across the county.		Ongoing	125	-	25	25	25	25	25	-	H&T
B/C.1.009	Major Scheme Development & Delivery	Resources to support the development and delivery of major schemes.		Ongoing	1,000	-	200	200	200	200	200	-	H&T
B/C.1.011	Local Infrastructure improvements	Provision of the Local Highway Improvement Initiative across the county, providing accessibility works such as disabled parking bays and provision of improvements to the Public Rights of Way network.		Ongoing	4,475	-	895	895	895	895	895	-	H&T
B/C.1.012	Safety Schemes	Investment in road safety engineering work at locations where there is strong evidence of a significantly high risk of injury crashes.		Ongoing	3,000	-	600	600	600	600	600	-	H&T
B/C.1.015	Strategy and Scheme Development work	Resources to support Transport & Infrastructure strategy and related work across the county, including long term strategies and District and Market Town Transport Strategies, as well as funding towards scheme development work.		Ongoing	1,725	-	345	345	345	345	345	-	H&T
B/C.1.019	Delivering the Transport Strategy Aims	Supporting the delivery of Transport Strategies and Market Town Transport Strategies to help improve accessibility and mitigate the impacts of growth.		Ongoing	6,750	-	1,350	1,350	1,350	1,350	1,350	-	H&T
B/C.1.020	Bar Hill to Northstowe cycle route	Bar Hill to Longstanton		Committed	1,279	244	1,035	-	-	-	-	-	H&T
B/C.1.021	Girton to Oakington Cycle Route	Girton to Oakington Cycle Route		Committed	1,100	1,100	-	-	-	-	-	-	H&T
B/C.1.023	Boxworth to A14 Cycle Route	Boxworth to A14 Cycle Route		2023-24	550	-	550	-	-	-	-	-	H&T
B/C.1.024	Dry Drayton to NMU link cycle route	Dry Drayton to NMU link cycle route		Committed	300	109	191	-	-	-	-	-	H&T
B/C.1.026	Hilton to Fenstanton Cycle Route	Hilton to Fenstanton Cycle Route		2023-24	500	-	500	-	-	-	-	-	H&T
B/C.1.027	Buckden to Hinchbrook cycle route	Buckden to Hinchbrook cycle route funded by Highways England.		2023-24	780	-	780	-	-	-	-	-	H&T
B/C.1.050	A14	Improvement of the A14 between Cambridge and Huntingdon. This is a scheme led by the Highways Agency but in order to secure delivery a local contribution to the total scheme cost, was agreed.		Committed	26,120	3,240	1,040	1,040	1,040	1,040	1,040	17,680	H&T
	Total - Integrated Transport				47,704	4,693	7,511	4,455	4,455	4,455	4,455	17,680	

Section 3 - B: Place and Economy

Table 4: Capital Programme

Budget Period: 2023-24 to 2032-33

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	Later Years £000	
B/C.02	Operating the Network												
B/C.2.001	Carriageway & Footway Maintenance including Cycle Paths	Allows the highway network throughout the county to be maintained. With the significant backlog of works to our highways well documented, this fund is crucial in ensuring that we are able to maintain our transport links.		Ongoing	35,250	-	7,050	7,050	7,050	7,050	7,050	-	H&T
B/C.2.002	Rights of Way	Allows improvements to our Rights of Way network which provides an important local link in our transport network for communities.		Ongoing	1,175	-	235	235	235	235	235	-	H&T
B/C.2.004	Bridge strengthening	Bridges form a vital part of the transport network. With many structures to maintain across the county it is important that we continue to ensure that the overall transport network can operate and our bridges are maintained.		Ongoing	11,735	-	2,347	2,347	2,347	2,347	2,347	-	H&T
B/C.2.005	Traffic Signal Replacement	Traffic signals are a vital part of managing traffic throughout the county. Many signals require to be upgraded to help improve traffic flow and ensure that all road users are able to safely use the transport network.		Ongoing	3,890	-	778	778	778	778	778	-	H&T
B/C.2.006	Smarter Travel Management - Integrated Highways Management Centre	The Integrated Highways Management Centre (IHMC) collects, processes and shares real time travel information to local residents, businesses and communities within Cambridgeshire. In emergency situations the IHMC provides information to ensure that the impact on our transport network is mitigated and managed.		Ongoing	915	-	183	183	183	183	183	-	H&T
B/C.2.007	Smarter Travel Management - Real Time Bus Information	Provision of real time passenger information for the bus network.		Ongoing	590	-	118	118	118	118	118	-	H&T
	Total - Operating the Network				53,555	-	10,711	10,711	10,711	10,711	10,711	-	
B/C.03	Highways & Transport												
B/C.3.001	Highways Maintenance (carriageways only from 2015/16 onwards)	This fund allows the Council to increase its investment in the transport network throughout the county. With the significant backlog of works to our transport network well documented, this fund is crucial in ensuring that we reduce the rate of deterioration of our highways.		Ongoing	78,700	78,700	-	-	-	-	-	-	H&T
B/C.3.002	Footpaths and Pavements	Additional funding for surface treatments, such as footway repairs, and deeper treatments, including resurfacing and reconstruction.		Committed	28,000	8,000	4,000	4,000	4,000	4,000	4,000	-	H&T
B/C.3.003	B1050 Shelfords Road	Full reconstruction of the B1050 Shelfords Road between Earith and Willingham.		2023-24	6,800	-	6,800	-	-	-	-	-	H&T

Section 3 - B: Place and Economy

Table 4: Capital Programme

Budget Period: 2023-24 to 2032-33

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	Later Years £000	
B/C.3.004	Pothole Funding	Additional funding for Potholes.		2022-23	25,974	4,329	4,329	4,329	4,329	4,329	4,329	-	H&T
B/C.3.005	Ely Bypass	The project has now been completed and the brand-new bypass opened to traffic on 31 October 2018.		Committed	49,006	48,996	10	-	-	-	-	-	H&T
B/C.3.006	Guided Busway	Guided Busway construction contract retention payments.		Committed	149,791	145,923	3,868	-	-	-	-	-	H&T
B/C.3.007	King's Dyke	Scheme to bypass the level crossing at King's Dyke between Whittlesey and Peterborough has long been a problem for people using the A605.		Committed	33,500	32,900	600	-	-	-	-	-	H&T
B/C.3.009	Wheatsheaf Crossroads	Scheme to deliver traffic signals at the Wheatsheaf Crossroads, Bluntisham.		Committed	6,795	400	200	6,195	-	-	-	-	H&T
B/C.3.010	St Neots Future High Street Fund	St Neots Future High Street Fund		Committed	7,770	940	4,367	2,463	-	-	-	-	H&T
B/C.3.011	March Future High Street Fund	March Future High Street Fund		Committed	4,984	413	4,571	-	-	-	-	-	H&T
B/C.3.014	St Ives local improvements	Delivery of St Ives local improvement schemes		2022-23	2,300	1,000	1,300	-	-	-	-	-	H&T
	Total - Highways & Transport				393,620	321,601	30,045	16,987	8,329	8,329	8,329	-	
B/C.04	Planning Growth and Environment												
B/C.4.002	Waste – Household Recycling Centre (HRC) Improvements	To deliver Household Recycling Centre (HRC) improvements by acquiring appropriate sites, gaining planning permission, designing and building new or upgraded facilities. New facilities are proposed in the Greater Cambridge area and in March where planning permissions for the existing sites are due to expire. Capital works are required to maintain/upgrade other HRCs in the network as population growth places additional pressure on the existing facilities.		Committed	6,634	2,154	3,686	794	-	-	-	-	E&GI
B/C.4.003	Waterbeach Waste Treatment Facilities	Amendments to the Waterbeach waste treatment facilities following changes to the Industrial Emissions Directive to reduce emissions to levels which are able to meet the sector specific Best Available Technique conclusions (BATc) and comply with new Environmental Permit conditions issued by the Environment Agency.		Committed	20,367	12,847	7,520	-	-	-	-	-	E&GI
	Total - Planning Growth and Environment				27,001	15,001	11,206	794	-	-	-	-	

Section 3 - B: Place and Economy

Table 4: Capital Programme

Budget Period: 2023-24 to 2032-33

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	Later Years £000	
B/C.05	Climate Change & Energy Service												
B/C.5.013	Swaffham Prior Community Heat Scheme	A ground breaking scheme enabling the residents of Swaffham Prior to decarbonise their heating and hot water. The project comprises an energy centre located at Goodwin Farm supplying heat via a network of underground pipes that runs through the village connecting to homes and businesses.	C/R.7.110	Committed	10,600	10,600	-	-	-	-	-	-	- E&GI
B/C.5.014	Smart Energy Grid Demonstrator scheme at the St Ives Park and Ride	Low carbon energy generation assets with battery storage on Council assets at St Ives Park and Ride.	C/R.7.106	Committed	4,878	4,878	-	-	-	-	-	-	- E&GI
B/C.5.015	Babraham Smart Energy Grid	The project is to develop a high level assessment, then an Investment Grade Proposal for a renewable energy scheme on the Babraham Park and Ride site. This project at Babraham will look to build on the skills developed in the St Ives project to replicate on other Park and Ride sites. A 2.1 MW solar canopy project is proposed at the HLA stage.	C/R.7.107	Committed	7,451	6,651	800	-	-	-	-	-	- E&GI
B/C.5.016	Trumpington Smart Energy Grid	The project is to develop a high level assessment, then an Investment Grade Proposal for a renewable energy scheme on the Trumpington Park and Ride site. This project at Trumpington will look to build on the skills developed in the St Ives project to replicate on other Park and Ride sites. A 2.1 MW solar canopy project is proposed at the HLA stage.	TBC	Committed	6,970	4	-	-	-	-	-	6,966	E&GI
B/C.5.017	Stanground Closed Landfill Energy Project	The project is to develop a high level assessment, then an Investment Grade Proposal for a clean energy scheme on the closed landfill site in Stanground. Bouygues propose a 2.25MW Solar PV ground mounted array on the site together with a 10MW 2C battery storage system for demand side response.	C/R.7.108	Committed	8,266	465	7,801	-	-	-	-	-	- E&GI
B/C.5.018	Woodston Closed Landfill Energy Project	The project is to develop a high level assessment, then an Investment Grade Proposal for a clean energy scheme on the closed landfill site in Woodston. A tailored 3MW 2C Battery Storage for Demand Side Response services is proposed. This would provide a steady revenue stream, while being respectful of the local environment in terms of disruption and visual amenity.	TBC	Committed	2,526	15	-	-	-	-	-	2,511	E&GI
B/C.5.019	North Angle Solar Farm, Soham	Investment in a second solar farm at Soham, bordering the Triangle Farm solar farm site. The scheme aims to maximise potential revenue from Council land holdings, help to secure national energy supplies and help meet Government carbon reduction targets.	C/R.7.109	Committed	28,867	28,440	427	-	-	-	-	-	- E&GI

Section 3 - B: Place and Economy

Table 4: Capital Programme

Budget Period: 2023-24 to 2032-33

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	Later Years £000	
B/C.5.020	Fordham Renewable Energy Network Demonstrator	Development of an Investment Grade Proposal for a 58 acre solar park at Glebe Farm in Fordham. The scheme aims to assist local businesses in decarbonising their energy supplies while generating a return for the Council and contributing to the aims of the Climate Change and Environment Strategy.		Committed	635	635	-	-	-	-	-	-	E&GI
B/C.5.021	Decarbonisation Fund	An investment in the decarbonisation of Council owned and occupied buildings (approximately 69 buildings). All Council buildings will be taken off fossil fuels (primarily oil and gas) and will be replaced with low carbon heating solutions such as Air or Ground Source Heat Pumps. This investment is expected to be recouped in full from savings delivered on the Council's energy bills.		Committed	15,000	5,413	3,196	3,196	3,195	-	-	-	E&GI
B/C.5.023	Oil Dependency Fund	Provision of financial support for oil dependent schools and communities to come off oil and onto renewable sources of energy. The initial investment of £500k will be paid back through business case investments into heat infrastructure.		Committed	500	-	167	167	166	-	-	-	E&GI
B/C.5.024	Climate Action Fund	A fund to support the delivery of projects brought forward by services to improve the carbon efficiency of Council assets and services.		Committed	300	70	230	-	-	-	-	-	E&GI
	Total - Climate Change & Energy Service				85,993	57,171	12,621	3,363	3,361	-	-	9,477	
B/C.06	Connecting Cambridgeshire												
B/C.6.002	Investment in Connecting Cambridgeshire - Fixed Connectivity	Promoting and facilitating commercial coverage and managing gap funded intervention contract to increase full fibre and Superfast broadband coverage across Cambridgeshire and Peterborough.		Committed	10,875	9,506	879	490	-	-	-	-	E&GI
B/C.6.003	Investment in Connecting Cambridgeshire - Mobile Connectivity	Working with government and commercial operators to improve 2G, 4G and 5G coverage across the county.		Committed	1,365	585	630	150	-	-	-	-	E&GI
B/C.6.004	Investment in Connecting Cambridgeshire - Public Access WiFi	Increasing the provision of free public access Wi-fi in public buildings, community and village halls and in city and town centres across Cambridgeshire and Peterborough.		Committed	605	605	-	-	-	-	-	-	E&GI
B/C.6.005	Investment in Connecting Cambridgeshire - Smart Work Streams	Using connectivity, advanced data techniques and emerging technologies across a range of work streams in Cambridgeshire and Peterborough to help meet growth and sustainability challenges and support the local economy.		Committed	1,702	1,551	111	40	-	-	-	-	E&GI

Section 3 - B: Place and Economy

Table 4: Capital Programme

Budget Period: 2023-24 to 2032-33

Ref	Scheme	Description	Linked Revenue Proposal	Scheme Start	Total Cost £000	Previous Years £000	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	Later Years £000	
B/C.6.006	Investment in Connecting Cambridgeshire - Programme Delivery	"Keeping Everyone Connected" Covid-19 response and recovery programme supporting businesses and communities to access connectivity and digital technologies. Staff and support costs (including specialist legal, technical and data services) to deliver all elements of the Connecting Cambridgeshire programme.		Committed	5,525	3,746	870	909	-	-	-	-	E&GI
	Total - Connecting Cambridgeshire				20,072	15,993	2,490	1,589	-	-	-	-	
B/C.07 B/C.7.001	Capital Programme Variation Variation Budget	The Council includes a service allowance for likely Capital Programme slippage, as it can sometimes be difficult to allocate this to individual schemes due to unforeseen circumstances. This budget is continuously under review, taking into account recent trends on slippage on a service by service basis.		Ongoing	-41,543	-	-15,108	-6,907	-4,699	-4,699	-4,699	-5,431	E&GI, H&T
B/C.7.002	Capitalisation of Interest Costs	The capitalisation of borrowing costs helps to better reflect the costs of undertaking a capital project. Although this budget is initially held on a service basis, the funding will ultimately be moved to the appropriate schemes once exact figures have been calculated each year.		Committed	3,155	-	937	216	126	150	173	1,553	E&GI, H&T
	Total - Capital Programme Variation				-38,388	-	-14,171	-6,691	-4,573	-4,549	-4,526	-3,878	
	TOTAL BUDGET				589,557	414,459	60,413	31,208	22,283	18,946	18,969	23,279	
Funding					Total Funding £000	Previous Years £000	2023-24 £000	2024-25 £000	2025-26 £000	2026-27 £000	2027-28 £000	Later Years £000	
Government Approved Funding													
Department for Transport					205,466	112,037	19,755	20,919	17,585	17,585	17,585	-	
Specific Grants					47,324	43,245	2,490	1,589	-	-	-	-	
Total - Government Approved Funding					252,790	155,282	22,245	22,508	17,585	17,585	17,585	-	
Locally Generated Funding													
Agreed Developer Contributions					16,630	15,246	1,084	300	-	-	-	-	
Anticipated Developer Contributions					13,833	3,801	3,123	777	812	812	812	3,696	
Prudential Borrowing					247,265	196,095	22,250	5,473	3,693	356	379	19,019	
Other Contributions					59,039	44,035	11,711	2,150	193	193	193	564	
Total - Locally Generated Funding					336,767	259,177	38,168	8,700	4,698	1,361	1,384	23,279	
TOTAL FUNDING					589,557	414,459	60,413	31,208	22,283	18,946	18,969	23,279	

Section 3 - B: Place and Economy

Table 5: Capital Programme - Funding

Budget Period: 2023-24 to 2032-33

Summary of Schemes by Start Date					Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000	Committee
Ongoing					107,787	56,650	-2,681	-2,681	-	56,499	
Committed Schemes					444,866	170,166	33,144	55,441	-	186,115	
2022-2023 Starts					28,274	25,974	-	2,300	-	-	
2023-2024 Starts					8,630	-	-	3,979	-	4,651	
TOTAL BUDGET					589,557	252,790	30,463	59,039	-	247,265	

Ref	Scheme	Linked Revenue Proposal	Net Revenue Impact	Scheme Start	Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000	Committee
B/C.01	Integrated Transport										
B/C.1.002	Air Quality Monitoring			- Ongoing	125	125	-	-	-	-	H&T
B/C.1.009	Major Scheme Development & Delivery			- Ongoing	1,000	1,000	-	-	-	-	H&T
B/C.1.011	Local Infrastructure improvements			- Ongoing	4,475	3,475	-	1,000	-	-	H&T
B/C.1.012	Safety Schemes			- Ongoing	3,000	3,000	-	-	-	-	H&T
B/C.1.015	Strategy and Scheme Development work			- Ongoing	1,725	1,725	-	-	-	-	H&T
B/C.1.019	Delivering the Transport Strategy Aims			- Ongoing	6,750	6,750	-	-	-	-	H&T
B/C.1.020	Bar Hill to Northstowe cycle route			- Committed	1,279	43	1,236	-	-	-	H&T
B/C.1.021	Girton to Oakington Cycle Route			- Committed	1,100	100	450	550	-	-	H&T
B/C.1.023	Boxworth to A14 Cycle Route			- 2023-24	550	-	-	550	-	-	H&T
B/C.1.024	Dry Drayton to NMU link cycle route			- Committed	300	175	-	125	-	-	H&T
B/C.1.026	Hilton to Fenstanton Cycle Route			- 2023-24	500	-	-	500	-	-	H&T
B/C.1.027	Buckden to Hinchingsbrooke cycle route			- 2023-24	780	-	-	655	-	125	H&T
B/C.1.050	A14			- Committed	26,120	-	-	1,120	-	25,000	H&T
	Total - Integrated Transport			-	47,704	16,393	1,686	4,500	-	25,125	
B/C.02	Operating the Network										
B/C.2.001	Carriageway & Footway Maintenance including Cycle Paths			- Ongoing	35,250	33,750	-	-	-	1,500	H&T
B/C.2.002	Rights of Way			- Ongoing	1,175	1,175	-	-	-	-	H&T
B/C.2.004	Bridge strengthening			- Ongoing	11,735	11,735	-	-	-	-	H&T
B/C.2.005	Traffic Signal Replacement			- Ongoing	3,890	3,890	-	-	-	-	H&T
B/C.2.006	Smarter Travel Management - Integrated Highways Management Centre			- Ongoing	915	915	-	-	-	-	H&T
B/C.2.007	Smarter Travel Management - Real Time Bus Information			- Ongoing	590	590	-	-	-	-	H&T
	Total - Operating the Network			-	53,555	52,055	-	-	-	1,500	
B/C.03	Highways & Transport										
B/C.3.001	Highways Maintenance (carriageways only from 2015/16 onwards)			- Ongoing	78,700	4,932	-	-	-	73,768	H&T
B/C.3.002	Footpaths and Pavements			- Committed	28,000	28,000	-	-	-	-	H&T
B/C.3.003	B1050 Shelfords Road			- 2023-24	6,800	-	-	2,274	-	4,526	H&T
B/C.3.004	Pothole Funding			- 2022-23	25,974	25,974	-	-	-	-	H&T
B/C.3.005	Ely Bypass			- Committed	49,006	22,000	1,000	5,944	-	20,062	H&T

Section 3 - B: Place and Economy

Table 5: Capital Programme - Funding

Budget Period: 2023-24 to 2032-33

Ref	Scheme	Linked Revenue Proposal	Net Revenue Impact	Scheme Start	Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000	
B/C.3.006	Guided Busway		-	Committed	149,791	94,667	29,486	9,282	-	16,356	H&T
B/C.3.007	King's Dyke		-	Committed	33,500	8,000	-	20,201	-	5,299	H&T
B/C.3.009	Wheatsheaf Crossroads		-	Committed	6,795	-	500	-	-	6,295	H&T
B/C.3.010	St Neots Future High Street Fund		-	Committed	7,770	-	-	7,770	-	-	H&T
B/C.3.011	March Future High Street Fund		-	Committed	4,984	-	-	4,984	-	-	H&T
B/C.3.014	St Ives local improvements		-	2022-23	2,300	-	-	2,300	-	-	H&T
Total - Highways & Transport			-		393,620	183,573	30,986	52,755	-	126,306	
B/C.04	Planning Growth and Environment										
B/C.4.002	Waste – Household Recycling Centre (HRC) Improvements		-	Committed	6,634	-	472	-	-	6,162	E&GI
B/C.4.003	Waterbeach Waste Treatment Facilities		-	Committed	20,367	-	-	-	-	20,367	E&GI
Total - Planning Growth and Environment			-		27,001	-	472	-	-	26,529	
B/C.05	Climate Change & Energy Service										
B/C.5.013	Swaffham Prior Community Heat Scheme	C/R.7.110	-21,598	Committed	10,600	608	-	-	-	9,992	E&GI
B/C.5.014	Smart Energy Grid Demonstrator scheme at the St Ives Park and Ride	C/R.7.106	-2,892	Committed	4,878	1,766	-	-	-	3,112	E&GI
B/C.5.015	Babraham Smart Energy Grid	C/R.7.107	-7,575	Committed	7,451	-	-	-	-	7,451	E&GI
B/C.5.016	Trumpington Smart Energy Grid	TBC	-7,001	Committed	6,970	-	-	-	-	6,970	E&GI
B/C.5.017	Stanground Closed Landfill Energy Project	C/R.7.108	-8,898	Committed	8,266	-	-	-	-	8,266	E&GI
B/C.5.018	Woodston Closed Landfill Energy Project	TBC	-9,222	Committed	2,526	-	-	-	-	2,526	E&GI
B/C.5.019	North Angle Solar Farm, Soham	C/R.7.109	-39,988	Committed	28,867	-	-	-	-	28,867	E&GI
B/C.5.020	Fordham Renewable Energy Network Demonstrator		-	Committed	635	-	-	-	-	635	E&GI
B/C.5.021	Decarbonisation Fund		-	Committed	15,000	2,500	-	-	-	12,500	E&GI
B/C.5.023	Oil Dependency Fund		-	Committed	500	-	-	-	-	500	E&GI
B/C.5.024	Climate Action Fund		-	Committed	300	-	-	-	-	300	E&GI
Total - Climate Change & Energy Service			-97,174		85,993	4,874	-	-	-	81,119	
B/C.06	Connecting Cambridgeshire										
B/C.6.002	Investment in Connecting Cambridgeshire - Fixed Connectivity		-	Committed	10,875	5,975	-	3,200	-	1,700	E&GI
B/C.6.003	Investment in Connecting Cambridgeshire - Mobile Connectivity		-	Committed	1,365	1,365	-	-	-	-	E&GI
B/C.6.004	Investment in Connecting Cambridgeshire - Public Access WiFi		-	Committed	605	605	-	-	-	-	E&GI
B/C.6.005	Investment in Connecting Cambridgeshire - Smart Work Streams		-	Committed	1,702	1,702	-	-	-	-	E&GI
B/C.6.006	Investment in Connecting Cambridgeshire - Programme Delivery		-	Committed	5,525	2,660	-	2,265	-	600	E&GI
Total - Connecting Cambridgeshire			-		20,072	12,307	-	5,465	-	2,300	

Section 3 - B: Place and Economy

Table 5: Capital Programme - Funding

Budget Period: 2023-24 to 2032-33

Ref	Scheme	Linked Revenue Proposal	Net Revenue Impact	Scheme Start	Total Funding £000	Grants £000	Develop. Contr. £000	Other Contr. £000	Capital Receipts £000	Prud. Borr. £000
B/C.07	Capital Programme Variation									
B/C.7.001	Variation Budget			- Ongoing	-41,543	-16,412	-2,681	-3,681	-	-18,769
B/C.7.002	Capitalisation of Interest Costs			- Committed	3,155	-	-	-	-	3,155
	Total - Capital Programme Variation			-	-38,388	-16,412	-2,681	-3,681	-	-15,614
	TOTAL BUDGET				589,557	252,790	30,463	59,039	-	247,265

E&GI, H&T

E&GI, H&T

Finance Monitoring Report – August 2022

To: Highways and Transport Committee

Meeting Date: 4th October 2022

From: Steve Cox – Executive Director, Place & Sustainability
Tom Kelly – Chief Finance Officer

Electoral division(s): All

Key decision: No

Forward Plan ref: N/A

Outcome: The report is presented to provide Committee with an opportunity to note and comment on the August position for 2022/2023.

Recommendation: The Committee is asked to review, note and comment upon the report.

Officer contact:

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Member contacts:

Names: Cllr Alex Beckett / Cllr Neil Shailer
Post: Chair/Vice-Chair
Email: Alex.Beckett@cambridgeshire.gov.uk Neil.Shailer@cambridgeshire.gov.uk
Tel: 01223 706398

1. Background

- 1.1 The appendix attached provides the financial position for the whole of Place & Sustainability Directorate, and as such, not all of the budgets contained within it are the responsibility of this Committee. To aid Member reading of the finance monitoring report, budget lines that relate to the Highways and Transport Committee are unshaded and those that relate to the Environment and Green Investment Committee are shaded. Members are requested to restrict their questions to the lines for which this Committee is responsible.
- 1.2 This report is intended to give Committee an update on the financial position of Place & Sustainability Directorate and detail forecast pressures and underspends across the different services and an explanation for variances.

2. Main Issues

- 2.1 Revenue: Across Place & Sustainability Directorate, there is a forecast overspend of £526K, and the main factors are: -

Street lighting: Since the approval of the 2022/23 Business Plan at Council in February some new pressures were identified, and these were addressed by a budget re-set approved at Strategy & Resources Committee on 27th June. It was agreed to allocate £1,051K to reflect the estimated 80% Streetlighting energy inflation from October 2022. However, since then, the estimated inflationary figure has increased to 100% and this has required that the service forecast a £236K overspend.

Park & Ride: maintenance of the temporary fence on the southern section of the guided busway (£148K).

Lost sales, fees and charges: the temporary budget of £700K is used to offset the residual reduction in income due to covid, and offsets the resultant forecast overspends elsewhere across P&S.

- 2.2 Capital: The following schemes are now showing in-year forecast underspends and the explanations for the variances are detailed within Appendix 7 of the Finance Monitoring Report.

- **Girton to Oakington Cycling Schemes (-£301K):** The external funding bids are still not guaranteed, slippage into 23/24 has been forecast to complete land and detailed design.
- **Other cycling schemes (-£526K):** the variance relates to 3 schemes, B1049 A14 Histon junction, Eddington to Girton and Ditton Lane, Fen Ditton. For each of these schemes, feasibility and preliminary design work will be undertaken this financial year to establish likely construction costs. Delivery will take place in 2023/24 and the funding will be rolled forward for this.
- **B1050 Shelfords Road (-£800K):** Due to the expected disruption and the road needing to be closed for 2/3 months, the service is consulting locally as to when it is best for the work to take place. The likelihood is that this scheme will now commence in 2023-24 with specific timing dependent on the outcome of consultation.

- **Lancaster Way (-£217K):** This scheme is now forecast to deliver for less than the budget allocated. As the scheme is funded by the Combined Authority there will be a reduction in the reimbursement claimed.
- **Wisbech Town Centre Access Study (-£359K):** Forecast Spend is less than the budget for 2022/23 to reflect the utility refunds which are due in-year.
- **St Neots Future High Street Fund (-£469K):** The district council governance/approval process required has been accommodated and construction is now programmed to commence in May 2023 therefore no construction expenditure is expected during current financial year, resulting in reduced forecast figures.
- **Wheatsheaf Crossroads (-£144K):** Design options are being considered along with land implications, which has delayed initial programme and spend forecast, but the overall programme remains on track for delivery in 2024/25.

3. Alignment with corporate priorities

3.1 Environment and Sustainability

There are no significant implications for this priority.

3.2 Health and Care

There are no significant implications for this priority.

3.3 Places and Communities

There are no significant implications for this priority.

3.4 Children and Young People

There are no significant implications for this priority.

3.5 Transport

There are no significant implications for this priority.

4. Significant Implications

4.1 Resource Implications

This report details the financial position across Place & Sustainability.

4.2 Procurement/Contractual/Council Contract Procedure Rules Implications

There are no significant implications within this category

4.3 Statutory, Legal and Risk Implications

There are no significant implications within this category

4.4 Equality and Diversity Implications

There are no significant implications within this category

4.5 Engagement and Communications Implications

There are no significant implications within this category

4.6 Localism and Local Member Involvement

There are no significant implications within this category

4.7 Public Health Implications

There are no significant implications within this category

4.8 Environment and Climate Change Implications on Priority Areas

There are no significant implications within this category

5. Source documents guidance

5.1 Source documents

None

Place & Sustainability Directorate

Finance Monitoring Report – August 2022

1. Summary

1.1 Finance

Category	Target	Section Ref.
Income and Expenditure	Balanced year end position	2
Capital Programme	Remain within overall resources	3

2. Income and Expenditure

2.1 Overall Position

Forecast Variance – Outturn (Previous Month) £000	Directorate	Budget 2022/23 £000	Actual £000	Forecast Variance - Outturn (August) £000	Forecast Variance - Outturn (August) %
-700	Executive Director	604	668	-700	-116
+526	Highways & Transport	28,641	7,692	+640	+2
+209	Planning, Growth & Environment	45,653	13,986	+285	+1
+330	Climate Change and Energy	-186	-2,710	+301	-162
0	External Grants	-6,956	-1,733	0	0
+365	Total	67,757	17,904	+526	+1

In summary, P&S is forecasting an overspend of £526K due to a shortfall in income from energy schemes because of delays, and also in Waste some rent and partnership contribution pressures. There is also a shortfall in income in parking and other services due to the residual impact of Covid but these are offset by the central budget allocated for this specific purpose.

The service level budgetary control report for August 2022 can be found in [appendix 1](#).

Further analysis of the results can be found in [appendix 2](#).

2.1.2 Covid Pressures

Budgeted Pressure £000	Pressure	Revised forecast £000
300	Parking Operations loss of income	285
150	Park & Ride loss of Income	40
50	Planning Fee loss of Income including archaeological income	133
200	Guided Busway – operator income	96
700	Total Expenditure	554

Covid-19

Table 2.1.2 details the budget (as allocated in Business Planning) and forecasts within the service relating to the Covid-19 virus. The funding to reflect the loss of income is held on the Executive Director line with the actual shortfall shown on the respective policy lines. The budget to offset the loss of income arising from the financial impact of covid is £0.7m, and currently it is estimated that £0.55m is actually required.

2.2 Significant Issues

Budget Baselineing

Since the approval of the 2022/23 Business Plan at Council in February some new pressures have been identified and these have been addressed by a budget re-set approved at Strategy & Resources Committee on 27th June. It has been agreed to allocate the following budgets to address inflationary / PFI pressures within P&S.

- Estimated Streetlighting energy inflation £1,051K
- Waste PFI inflation uplift £1,200K

In addition, it has been agreed by Strategy and Resources Committee to allocate £1,321K to the earmarked Waste Reserve for BATc works

The budgets and reserves within this report reflect these changes.

3. Balance Sheet

3.1 Reserves

A schedule of the Service's reserves can be found in [appendix 5](#).

3.2 Capital Expenditure and Funding

The Strategy & Resources Committee in June approved (1) additional capital budget of £832K for Waste BATc works in this financial year (funded by prudential borrowing) and any further changes for future years will be taken forward through the Business Plan, and (2) £280k additional prudential borrowing for the Northstowe bus link, to be repaid once the £280k S106 contribution is received.

The Strategy & Resources Committee will be asked to approve a capital virement for the Waste BATc works to move £11.8m of existing capital budget from 2022/23 to 2023/24 to reflect the updated timelines.

The Capital Programme at Appendix 6 reflects the changes due to:-

- (1) carry-forwards from 21/22 due to underspends,
- (2) the re-phasing of a number of schemes, and
- (3) changes due to new funding.

Details of all the changes are shown within [appendix 6](#).

Expenditure

No significant issues to report this month.

Funding

All other schemes are funded as presented in the 2022/23 Business Plan.

A detailed explanation of the position can be found in [appendix 6](#).

Appendix 1 – Service Level Budgetary Control Report

Previous Forecast Outturn Variance £000's	Service	Budget 2022/23 £000's	Actual August 2022 £000's	Forecast Outturn Variance £000's	Forecast Outturn Variance %
	Executive Director				
-0	Executive Director	-96	668	-0	0%
-700	Lost Sales, Fees & Charges Compensation	700	0	-700	-100%
-700	Executive Director Total	604	668	-700	-116%
	Highways & Transport				
	Highways Maintenance				
-0	Asst Dir - Highways Maintenance	159	83	-0	0%
-24	Highway Maintenance	10,650	2,076	-24	0%
-36	Highways Asset Management	486	542	-36	-7%
0	Winter Maintenance	2,833	94	0	0%
1	Highways - Other	-615	-925	1	0%
	Project Delivery				
0	Asst Dir - Project Delivery	200	18	0	0%
-0	Project Delivery	2,620	1,207	-0	0%
-24	Street Lighting	11,904	3,501	236	2%
	Transport, Strategy & Development				
-0	Asst Director - Transport, Strategy & Development	162	74	-0	0%
4	Traffic Management	-156	755	-77	-49%
67	Road Safety	377	443	67	18%
1	Transport Strategy and Policy	22	174	1	3%
0	Highways Development Management	0	-222	0	0%
188	Park & Ride	0	1,005	188	0%
349	Parking Enforcement	0	-1,133	285	0%
526	Highways & Transport Total	28,641	7,692	640	2%
	Planning, Growth & Environment				
0	Asst Dir - Planning, Growth & Environment	180	72	0	0%
5	Planning and Sustainable Growth	917	401	56	6%
51	Natural and Historic Environment	960	100	77	8%
152	Waste Management	43,595	13,413	152	0%
209	Planning, Growth & Environment Total	45,653	13,986	285	1%
	Climate Change & Energy Service				
330	Energy Projects Director	-303	-2,714	301	99%
-0	Energy Programme Manager	117	4	-0	0%
330	Climate Change & Energy Service Total	-186	-2,710	301	-162%
365	Total	74,712	19,636	526	1%

Appendix 2 – Commentary on Forecast Outturn Position

Number of budgets measured at service level that have an adverse/positive variance greater than 2% of annual budget or £100,000 whichever is greater.

Lost Sales, Fees & Charges Compensation

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
700	0	-700	-100

Budget has been set aside to cover expected shortfalls in income due to COVID. The budget has been built on assumptions on the level of income and these are being closely monitored during the year.

Street Lighting

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
11,904	3,501	+236	+2

Energy inflation is expected to increase by 100% in October, funding was added to the base budget to allow for a 80% increase but it is expected there will be an additional pressure of £250k.

Traffic Management

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
-156	755	-77	-49

Income from road opening and closure fees are currently higher than forecast.

Road Safety

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
377	443	+67	+18

Partly due to staff vacancies the amount of income from Road Safety audits is expected to be less than the amount budgeted.

Park & Ride

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	1,005	+188	0

There is a pressure on the Guided Bus Maintenance due to the installation of a temporary fence on the Southern Section of the Guided Busway, between the station and the Addenbrookes spur.

Parking Enforcement

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
0	-1,133	+285	0

Income is projected to be lower than the budget set due to changes since the pandemic. This is projected on certain assumptions and these assumptions are being closely monitored during the year. Currently income is slightly ahead of these initial assumptions. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

Planning and Sustainable Growth

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
917	401	+56	+6

Income is projected to be lower than the budget set. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

Natural and Historic Environment

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
960	100	+77	+8

Income is projected to be lower than the budget set. Budget to cover this shortfall is held within 'Lost Sales, Fees & Charges Compensation' line.

Waste

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
43,595	13,413	+152	0

The majority of the forecast overspend relates to increased annual rent for the Thriplow site which has been backdated to 2016 and the increased contribution to the RECAP waste partnership by all partners to prepare for the implementation of the Resources and Waste Strategy.

The waste budget has an underlying risk of both an additional £700K landfill gate fee pressure and a further £250k green waste pressure for the cost of diverting waste due to BATc changes required to the Waterbeach facilities. It is expected that these pressures will be largely offset by cost reductions from reduced energy use, reduced costs for In Vessel Compost facility oversize disposal, etc. although it will take a while to get to a conclusion with Thalia (formerly known as Amey) to agree the level of cost reductions. The total tonnage of organic waste processed this year is likely to be lower than originally forecast due to the dry summer weather, that will also help to offset this pressure.

Energy Projects Director

Current Budget for 2022/23 £'000	Actual £'000	Outturn Forecast £'000	Outturn Forecast %
-303	-2,714	+301	+99

Income and maintenance costs for the St Ives P&R Smart Energy Grid forecast for this year have been pushed back into 2022/23. This is due to the private wire connection points to the business customers requiring additional design work resulting from site/operational changes from the customers.

Babraham Road P&R smart energy grid has added an additional phase to its construction programme to address the number of available parking concerns during the construction programme. This has added an additional 14 weeks to the construction programme pushing back income generation and maintenance costs to start by October 2023. The North Angle Solar Farm project will be energised by June 2023 and not December 2022 as originally forecast. This is due to the private wire not being in place by December 2022 as a result of extended third party easement negotiations. This has resulted in an income and maintenance cost delay.

Appendix 3 – Grant Income Analysis

The table below outlines the additional grant income, which is not built into base budgets.

Grant	Awarding Body	Expected Amount £'000
Grants as per Business Plan	Various	6,754
Adjustment re Waste PFI grant		-27
Strategic Parks and Greenspaces	National Heritage	106
Non-material grants (+/- £30k)	N/A	123
Total Grants 2022/23		6,956

Appendix 4 – Virements and Budget Reconciliation

Budgets and movements	£'000	Notes
Budget as per Business Plan	66,101	
Transfer of Energy Schemes	-369	
Allocation of funding for 1.75% 21/22 pay award	191	
Budget re-set Streetlighting energy inflation	1,200	
Budget re-set Waste PFI inflation uplift	1,051	
Alconbury Solar Ports	33	Transfer of income budget to Corporate Services
Just transition funded schemes	-455	Budget replaced by contributions from reserves
Non-material virements (+/- £30k)	5	
Current Budget 2022/23	67,757	

Appendix 5 – Reserve Schedule

Fund Description	Balance at 31st March 2022 £'000	Movement within Year £'000	Balance at 31st August 2022 £'000	Yearend Forecast Balance £'000	Notes
Other Earmarked Funds					
Deflectograph Consortium	31	0	31	30	Partnership accounts, not solely CCC
Highways Searches	339	0	339	0	
On Street Parking	2,566	0	2,566	2,000	
Highways Maintenance	1,490	0	1,490	0	
Streetworks Permit scheme	44	0	44	0	
Highways Commuted Sums	1,373	0	1,373	1,200	
Streetlighting – Commuted Sums	16	0	16	0	
Flood Risk funding	20	0	20	0	
Real Time Passenger Information (RTPI)	216	0	216	216	
Waste - Recycle for Cambridge & Peterborough (RECAP)	23	0	23	0	Partnership accounts, not solely CCC Partnership accounts, not solely CCC
Travel to Work	263	0	263	180	
Steer- Travel Plan+	85	0	85	52	
Greenspaces	85	0	85	85	
Waste reserve	3,184	1,231	4,415	1,000	
Other earmarked reserves under £30k	20	0	20	0	
Sub total	9,756	1,231	10,987	4,763	
Capital Reserves					
Government Grants - Local Transport Plan	0	0	0	0	Account used for all of P&S
Other Government Grants	861	0	861	0	
Other Capital Funding	1,804	0	1,804	0	
Sub total	2,665	0	2,665	0	
TOTAL	12,421	1,231	13,652	4,763	

Appendix 6 – Capital Expenditure and Funding

Capital Expenditure 2022/23

Total Scheme Revised Budget £'000	Original 2022/23 Budget as per BP £'000	Scheme	Revised Budget for 2022/23 £'000	Actual Spend (August) £'000	Forecast Spend – Outturn (August) £'000	Forecast Variance – Outturn (August) £'000
		Integrated Transport				
200	200	Major Scheme Development & Delivery	0	15	15	15
318	311	- S106 Northstowe Bus Only Link	510	17	507	-3
208	0	- Stuntney Cycleway	41	11	21	-20
1,195	1,257	Local Infrastructure Improvements	1,195	136	1,195	0
75	75	- Minor improvements for accessibility and Rights of Way	86	7	88	2
1,480	1,494	Safety Schemes	1,480	-6	1,486	6
362	345	Strategy and Scheme Development work	562	330	584	22
		Delivering the Transport Strategy Aims				
2,542	1,859	- Highway schemes	2,517	150	2,517	0
		- Cycling schemes				
0	550	- Boxworth to A14 Cycle Route	0	0	0	0
0	500	- Hilton to Fenstanton Cycle Route	0	0	0	0
0	780	- Buckden to Hinchingsbrooke Cycle Route	0	12	12	12
0	251	- Dry Drayton to NMU	50	7	50	0
1,279	819	- Bar Hill to Longstanton	40	16	40	0
1,000	115	- Gorton to Oakington	339	15	38	-301
16	0	- Arbury Road	12	0	12	0
1,562	0	- Papworth to Cambourne	0	-24	0	0
1,092	1,266	- Other Cycling schemes	1,117	44	591	-526
25	23	Air Quality Monitoring	25	1	25	0
26,000	1,040	A14	1,040	-2,077	1,040	0
		Operating the Network				
9,098	9,275	Carriageway & Footway Maintenance incl Cycle Paths	11,598	1,446	11,598	0
235	235	Rights of Way	235	31	237	2
3,366	2,477	Bridge Strengthening	3,406	1,087	3,407	1
778	778	Traffic Signal Replacement	778	56	733	-45
183	183	Smarter Travel Management - Int Highways Man Centre	183	18	183	0
118	118	Smarter Travel Management - Real Time Bus Information	118	0	118	0
		Highways & Transport				
		Highways Maintenance				
78,700	809	£90m Highways Maintenance schemes	2,365	1,593	2,361	-4
4,329	4,329	Pothole grant funding	8,329	3,812	8,272	-57
24,000	4,000	Footways	4,425	402	4,409	-16
0	0	Safer Roads Fund	0	-8	0	0
6,800	800	B1050 Shelfords Road	800	0	0	-800
		Project Delivery				
49,000	3	- Ely Crossing	15	-1,197	15	0
149,791	4,079	- Guided Busway	200	177	200	0
		Cambridge Cycling Infrastructure		0		
1,975	0	- Fendon Road Roundabout	189	4	189	0
450	268	- Ring Fort Path	398	16	433	35
330	85	- Cherry Hinton Road	183	57	183	0

Total Scheme Revised Budget £'000	Original 2022/23 Budget as per BP £'000	Scheme	Revised Budget for 2022/23 £'000	Actual Spend (August) £'000	Forecast Spend – Outturn (August) £'000	Forecast Variance – Outturn (August) £'000
33,500	2,516	- King's Dyke	5,084	2,964	5,084	0
1,098	0	- Emergency Active Fund	1,335	196	1,335	0
2,589	0	- Lancaster Way	287	46	70	-217
0	0	- A14	0	0	0	0
1,883	4,481	- Wisbech Town Centre Access Study	693	-236	334	-359
158	0	- Spencer Drove, Soham	257	180	277	20
4,984	325	- March Future High St Fund	315	113	307	-8
7,770	1,601	- St Neots Future High St Fund	831	146	362	-469
2,367	0	- March Area Transport Study - Main schemes	2,367	229	2,367	0
2,300	0	- St Ives local improvements	1,000	4	1,000	0
50	0	- A141 and St Ives Improvement - CPCA	50	48	50	0
		Transport Strategy and Network Development				
1,000	0	- Scheme Development for Highways Initiatives	424	0	424	0
2,072	0	- Combined Authority Schemes	343	343	343	0
280	0	- A505	0	1	0	0
0	0	- Northstowe Transport Monitoring	0	93	0	0
6,795	0	- Wheatsheaf Crossroads	383	46	239	-144
		Planning, Growth & Environment				
6,634	1,740	- Waste Infrastructure	1,808	30	1,808	0
20,367	0	- Waterbeach Waste Treatment Facilities	12,847	558	1,047	-11,800
680	0	- Northstowe Heritage Centre	375	47	375	0
		Climate Change & Energy Services				
1,000	0	- Energy Efficiency Fund	0	0	0	0
10,999	6,215	- Swaffham Prior Community Heat Scheme	6,943	2,485	6,943	0
928	0	- Alconbury Civic Hub Solar Car Ports	0	52	52	52
4,878	3,621	- St Ives Smart Energy Grid Demonstrator scheme	3,978	1,371	3,992	14
8,078	6,079	- Babraham Smart Energy Grid	5,630	571	5,966	336
6,970	0	- Trumpington Smart Energy Grid	0	0	0	0
8,266	0	- Stanground Closed Landfill Energy Project	150	0	150	0
2,526	0	- Woodston Closed Landfill Energy Project	0	0	0	0
27,453	6,909	- North Angle Solar Farm, Soham	7,963	2,121	7,963	0
635	0	- Fordham Renewable Energy Network Demonstrator	609	0	609	0
15,000	5,940	- Environment Fund - Decarbonisation Fund - Council building Low Carbon Heating	892	437	920	28
0	0	- Environment Fund - Decarbonisation Fund - School Low Carbon Heating Programme	0	23	428	428
200	0	- Environment Fund - EV Chargepoints	194	-21	86	-108
500	435	- Environment Fund - Oil Dependency	0	0	0	0
300	300	- Environment Fund - Climate Innovation	70	0	145	75
74	0	- Treescape Fund	36	0	75	39
157	0	- Cambridge Electric Vehicle Chargepoints	139	0	139	0
3,145	0	- School Ground Source Heat Pump Projects	926	403	969	43
37,179	11,325	Connecting Cambridgeshire	4,628	852	4,628	0
	1,092	Capitalisation of Interest	1,092	0	1,092	0
589,322	90,903		103,885	19,250	90,138	-13,747
	-18,660	Capital Programme variations	-18,660	0	-4,913	13,747
	72,243	Total including Capital Programme variations	85,225	19,250	85,225	0

The increase between the original and revised budget is partly due to the carry forward of funding from 2021/22, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2021/22 financial year. The phasing of a number of schemes have been reviewed since the published business plan and are now incorporated in the table above

The Capital Programme Board have recommended that services include a variation budget to account for likely slippage in the capital programme, as it is sometimes difficult to allocate this to individual schemes in advance. As forecast underspends start to be reported, these are offset with a forecast outturn for the variation budget, leading to a balanced outturn overall up to the point when slippage exceeds this budget. The allocations for these negative budget adjustments have been calculated and shown against the slippage forecast to date.

Appendix 7 – Commentary on Capital expenditure

- Girton to Oakington cycling scheme

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (August) £'000	Forecast Variance (August) £'000	Variance Last Month (July) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
339	38	-301	-301	0	0	-301

Depending on the outcome of external funding bids there could be a potential to start delivery during 22/23 as the detailed design has been virtually completed and the land acquisition required is progressing. As the bids are still not guaranteed, slippage into 23/24 has been forecasted to complete land and detailed design.

- Other cycling schemes

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (August) £'000	Forecast Variance (August) £'000	Variance Last Month (July) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
1,117	591	-526	0	-526	0	-526

The variance relates to 3 schemes, B1049 A14 Histon junction, Eddington to Girton and Ditton Lane, Fen Ditton. For each of these schemes, feasibility and preliminary design work will be undertaken this financial year to establish likely construction costs. Any construction will take place in 2023/24 and the funding will be rolled forward for this.

- B1050 Shelfords Road

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (August) £'000	Forecast Variance (August) £'000	Variance Last Month (July) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
800	0	-800	-800	0	0	-800

Due to the expected disruption and the road needing to be closed for 2/3 months, the service are consulting locally as to when it's best for the work to take place. The likelihood is that this scheme will now commence in 2023-24 with specific timing dependent on the outcome of consultation.

- Lancaster Way

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (August) £'000	Forecast Variance (August) £'000	Variance Last Month (July) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
287	70	-217	-217	0	-217	0

There is an expectation that the scheme will now deliver for less than the allocated funding. As the scheme is funded by the Combined Authority it will mean a reduction in the reimbursement claimed.

- Wisbech Town Centre Access Study

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (August) £'000	Forecast Variance (August) £'000	Variance Last Month (July) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
693	334	-359	-359	0	-359	0

Forecast Spend Outturn is less than Revised Budget for 2022/23 to take into account utility refunds yet to be received during this year.

- St Neots Future High Street Fund

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (August) £'000	Forecast Variance (August) £'000	Variance Last Month (July) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
831	362	-469	-540	+71	0	-469

The district council governance/approval process required has been accommodated and construction is now programmed to commence in May 2023 therefore no construction expenditure is expected during current financial year, resulting in reduced forecast figures.

- Wheatsheaf Crossroads

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (August) £'000	Forecast Variance (August) £'000	Variance Last Month (July) £'000	Movement £'000	Breakdown of Variance: Underspend/ pressure £'000	Breakdown of Variance : Rephasing £'000
383	239	-144	-163	+19	0	-144

Design options are being considered along with land implications, which has delayed initial programme and spend forecast. Overall programme remains on track for delivery in 2024/25 as previously communicated.

- Waterbeach Waste Treatment Facilities

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (August) £'000	Forecast Variance (August) £'000	Variance Last Month (July) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
12,847	1,047	-11,800	0	-11,800	0	-11,800

A request to approve a capital virement to move £11.8m of existing capital budget from 2022/23 to 2023/24 to reflect the updated timelines will go to the Strategy & Resources Committee.

- Babraham Smart Energy Grid

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (August) £'000	Forecast Variance (August) £'000	Variance Last Month (July) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
5,630	5,966	+336	+336	0	0	+336

In discussion with Addenbrookes Hospital, the construction phasing plan for Babraham Smart Energy Grid was changed post-contract from a two phase to a three phase programme to allow sufficient parking to be available at the Babraham Park and Ride site during construction of the smart energy grid for the Biomedical Campus. This change has increased the timeline for project delivery by 14 weeks and the upfront capital costs on the project. However, the overall project business case remains positive as a result of the increased tariff for electricity supplies.

- Environment Fund - Decarbonisation Fund - School Low Carbon Heating Programme

Revised Budget for 2022/23 £'000	Forecast Spend - Outturn (August) £'000	Forecast Variance (August) £'000	Variance Last Month (July) £'000	Movement £'000	Breakdown of Variance: Underspend/pressure £'000	Breakdown of Variance : Rephasing £'000
0	428	+428	+428	0	0	+428

Last year the schools low carbon heating programme sat together with the Council's office buildings low carbon heating programme but this is now separated out. This will allow closer monitoring of the additional Council's Environment Fund contributions for low carbon heating for maintained schools to match fund any Government Public Sector Decarbonisation Scheme funding. This change was implemented post March 2022 and will therefore be seen as a variance all year.

Capital Funding

Original 2022/23 Funding Allocation as per BP £'000	Source of Funding	Revised Funding for 2022/23 £'000	Actual Spend (August) £'000	Actual Variance (August) £'000
18,570	Local Transport Plan	13,626	13,626	0
8,329	Other DfT Grant funding	10,829	10,829	0
11,996	Other Grants	7,268	4,526	-2,742
7,256	Developer Contributions	3,058	4,189	1,131
46,961	Prudential Borrowing	56,981	46,369	-10,612
11,241	Other Contributions	12,123	10,599	-1,524
104,353		103,885	90,138	-13,747
-18,970	Capital Programme variations	-18,970	-5,223	13,747
85,383	Total including Capital Programme variations	84,915	84,915	0

The increase between the original and revised budget is partly due to the carry forward of funding from 2021/22, this is due to the re-phasing of schemes, which were reported as underspending at the end of the 2021/22 financial year. The phasing of a number of schemes have been reviewed since the published business plan.

Funding	Amount (£m)	Reason for Change
Rephasing (DfT Grants)	-4.94	Schemes funded by DfT grants rolled forward into 22/23. DfT grant used to fund schemes that were earmarked to be funded by borrowing in 21/22. Rolled forward schemes will be funded by borrowing.
New funding/Rephasing (Specific Grants)	-3.56	Carry forward of Northstowe Heritage centre (£0.375m) Reduction in funding and rephasing for Wisbech Town Centre Access Study due to change of scope of CPCA funded scheme (-£3.788m). Reduction in funding and rephasing for Connecting Cambridgeshire (-£4.925m). New funding for March Area Transport Study (£2.367m) Additional DfT funding (£2.5m)
Additional Funding / Revised Phasing (Section 106 & CIL)	-4.20	Developer contributions to be used for a number of schemes. Rephasing Bar Hill to Longstanton cycleway (-£0.727m). Rephasing Girton to Oakington cycleway (£0.124m). Rephasing of Guided Busway (-£3.979m). Rephasing of Fendon Road Roundabout (£0.189m). Rephasing of Ring Fort path (£0.020m). Rephasing of Cherry Hinton Road cycleway (£0.098m).

Funding	Amount (£m)	Reason for Change
Additional funding / Revised Phasing (Other Contributions)	0.59	Deletion of A14 cycling schemes which are part of phase 2 bid (-£1.830m). Rephasing King's Dyke (£0.385m). Rephasing Lancaster Way (£0.287m). Spencer Drove, Soham (£0.097m). Rephasing and adjustment to overall funding Future High St Funds (£1.905m). Rephasing Connecting Cambridgeshire (£1.772m). A141 and St Ives Improvements (£1.0m). Pothole funding – use of revenue budget (£4.0m).
Additional Funding / Revised Phasing (Prudential borrowing)	10.02	Borrowing in advance of S106 receipts – Northstowe Busway link (£0.240m) Deletion of A14 cycling schemes which are part of phase 2 bid (-£0.125m). Rephasing of Highways Maintenance funding (£8.200m). Rephasing of Footway schemes (£0.425m) Rephasing of Waste schemes (£0.068m). Rephasing of Energy schemes (-£2.975m). Rephasing King's Dyke (£2.183m). Rephasing Scheme development for Highway Initiatives (£0.424m). Rephasing Connecting Cambridgeshire (£1.40m)

Summary of Place & Sustainability establishment (P&S) – Data compiled 31st July 2022

The table below shows:

- Number of FTE employed in P&S
- Total number FTE on the establishment
- The number of “true vacancies” on the establishment. We are now only reporting the vacancies from our establishment, which means there is a single source.

Notes on data:

- We can report that the percentage of “true vacancies” in P&S as of 31st July 2022 was 25.1% of the overall establishment of posts. This is up from the previous month which stood at 23.5%. Work is ongoing with the Heads of Service to review their establishments and to delete any posts which are not actively being recruited to.

		Sum of FTE employed	Sum of true vacancies	Total FTE on establishment	Percentage of vacancies
Grand Total		300.6	100.7	401.3	25.1%
Planning, Growth and Environment	Assistant Director	2.0	0.0	2.0	00.0%
	Natural & Historic Env	23.8	6.3	30.1	20.9%
	Planning and Sus Growth	23.5	8.0	31.5	25.4%
	Waste Disposal incl PFI	7.7	4.0	11.7	34.1%
Planning, Growth and Environment		57.0	18.3	75.3	24.3%
Climate Change and Energy Service	Climate and Energy Services	10.4	5.0	15.4	32.6%
Climate Change and Energy Service Total		10.4	5.0	15.4	32.6%
H&T, Highways Maintenance	Asst Dir - Highways	3.0	1.0	4.0	25.0%
	Highways Other	10.0	2.0	12.0	16.7%
	Highways Maintenance	38.0	10.0	48.0	20.8%
	Asset Management	12.0	5.0	17.0	29.4%
H&T, Highways Project Delivery	Asst Dir - Project Delivery	1.0	0.0	1.0	0.0%
	Project Delivery	31.3	23.0	54.3	42.4%
H&T, Transport, Strategy and Development	Asst Dir - Transport, Strategy and Development	2.0	0.0	2.0	0.0%
	Highways Development Management	18.6	1.0	19.6	5.1%
	Park & Ride	14.0	1.0	15.0	6.7%
	Parking Enforcement	15.8	2.4	18.2	13.3%
	Road Safety	20.6	6.7	27.3	24.6%
	Traffic Management	38.2	11.3	49.5	22.8%
	Transport & Infrastructure Policy & Funding	13.3	3.0	16.3	18.4%
Highways	Street Lighting	4.0	7.0	11.0	63.6%
Highways and Transport Total		221.7	73.4	295.2	24.9%
Exec Dir	Executive Director (Including Connecting Cambridgeshire)	11.5	4.0	15.5	34.8%
Exec Dir Total		11.5	4.0	15.5	25.8%

Highways and Transport Policy and Service Committee Agenda Plan

Published on 1 September 2022

Notes

The definition of a key decision is set out in the Council's Constitution in Part 2, Article 12.

* indicates items expected to be recommended for determination by full Council.

+ indicates items expected to be confidential, which would exclude the press and public.

The following are standing agenda items which are considered at every Committee meeting:

- Minutes of previous meeting and Action Log
- Agenda Plan, Training Plan and Appointments to Outside Bodies and Internal Advisory Groups and Panels

Committee date	Agenda item	Lead officer	Reference if key decision	Deadline for draft reports	Agenda despatch date
06/12/22	Finance Monitoring Report	Sarah Heywood	Not applicable	25/11/22	28/11/22
	Business Planning	Tessa Adams	Not applicable		
	Civil Parking Enforcement Application	Sonia Hansen	2022/037		
	CPCA Funding Process	Jeremey Smith	Not applicable		
	Wisbech Access Study – Broadend Road/A47	Leon Scholtz	2022/031		
	Cambourne to Cambridge	David Allatt	Not applicable		
[24/01/23]	<i>Reserve Date</i>			13/01/23	16/01/23
07/03/23	Parking and Enforcement Policy	Sonia Hansen	2022/036		

	Speed Buffer Zone	Matt Staton	Not applicable		
	Highway and Transport Resource Update	Sue Procter	Not applicable		
	Finance Monitoring Report	Sarah Heywood	Not applicable		
[25/04/23]	<i>Reserve Date</i>			14/04/23	17/04/23

To be scheduled

Cambridgeshire County Council Future Transport Priorities – Chris Poultney (Key Decision)

Please contact Democratic Services democraticservices@cambridgeshire.gov.uk if you require this information in a more accessible format