

Cambridgeshire's Active Travel Strategy

To: Highways and Transport Committee

Meeting Date: 7th March 2023

From: Executive Director: Place & Sustainability

Electoral division(s): All

Key decision: Yes

Forward Plan ref: 2023/036

Outcome: To update the Committee on the development of Cambridgeshire's Active Travel Strategy and supporting active travel guidance

Recommendation: Members are requested to:

- a) Note the feedback from public consultation on the draft Cambridgeshire Active Travel Strategy.
- b) Note progress to date and the next steps for the process for the prioritisation of active travel schemes as part of an updated LCWIP. and for annual review.
- c) Adopt Cambridgeshire's Active Travel Strategy.
- d) Approve the draft supporting active travel documents noted below, and delegate approval of further changes or updates to the Director of Highways and Transport and the Chair and Vice Chair of Highways and Transport Committee.
 - i. Draft Active Travel Toolkit for New Developments - for stakeholder engagement
 - ii. Draft Cambridgeshire Active Travel Design Guide – for adoption

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1 Background

- 1.1 Previous updates on Cambridgeshire's Active Travel Strategy were presented to this committee on 8th March 2022, to consider the draft strategy for stakeholder engagement, and then to seek delegated decision for approval at this committee on 12th July 2022, for a reviewed version to go to public consultation.
- 1.2 This report provides an update on Cambridgeshire's Active Travel Strategy, summarising the outcomes from public consultation and presenting an updated Strategy for adoption by this committee.
- 1.3 The CPCA, supported by Cambridgeshire County Council have been successful in securing funding from Active Travel England capability funding which will be used to fund the development of an Active Travel Centre of Excellence (CoE) within the County Council. This will play a significant role in embedding the vision and policies of the Strategy. The CoE is being developed to support Cambridgeshire and the region to develop and implement active travel. The CoE will identify and secure funding to deliver active travel schemes from the central government, CPCA and through the planning process.

2 Cambridgeshire's Active Travel Strategy

- 2.1 This report provides an update on Cambridgeshire's Active Travel Strategy, summarising the outcomes from public consultation and presenting an updated Strategy for approval by this committee.
- 2.2 Cambridgeshire's Active Travel Strategy sets out our vision, objectives, detailed policies and a vision for a connected active travel network for Cambridgeshire. The active travel network identifies schemes for development and investment across Cambridgeshire with a focus on achieving mode shift from private car journeys that will contribute to the County Council's target to achieve Net Zero Carbon by 2045, as well as wider environmental and health benefits for the people of Cambridgeshire.
- 2.3 Central Governments ambitious targets for decarbonisation has set the challenge of local authorities and individuals to make the change needed to address the global climate crisis. Past decades have seen a higher priority given over to travel by private car at the expense of walking, cycling and public transport. More recently, central government and local transport policy through the emerging Cambridgeshire and Peterborough Combined Authority (CPCA) Local Transport and Connectivity Plan, sets out how we need to rebalance the travel options available by reducing the dominance of the private car on our networks to give way to attractive sustainable alternatives. Increasing levels of active travel, as set out in Gear Change (Department for Transport - DfT; 2020) is one way to address this challenge, as well as more localised issues of poor access to services, inactive lifestyles, poor air quality and congestion.
- 2.4 Cambridgeshire's Active Travel Strategy is one of a suite of strategic transport documents that sets out how transport improvements can address these issues, as illustrated in the diagram below:

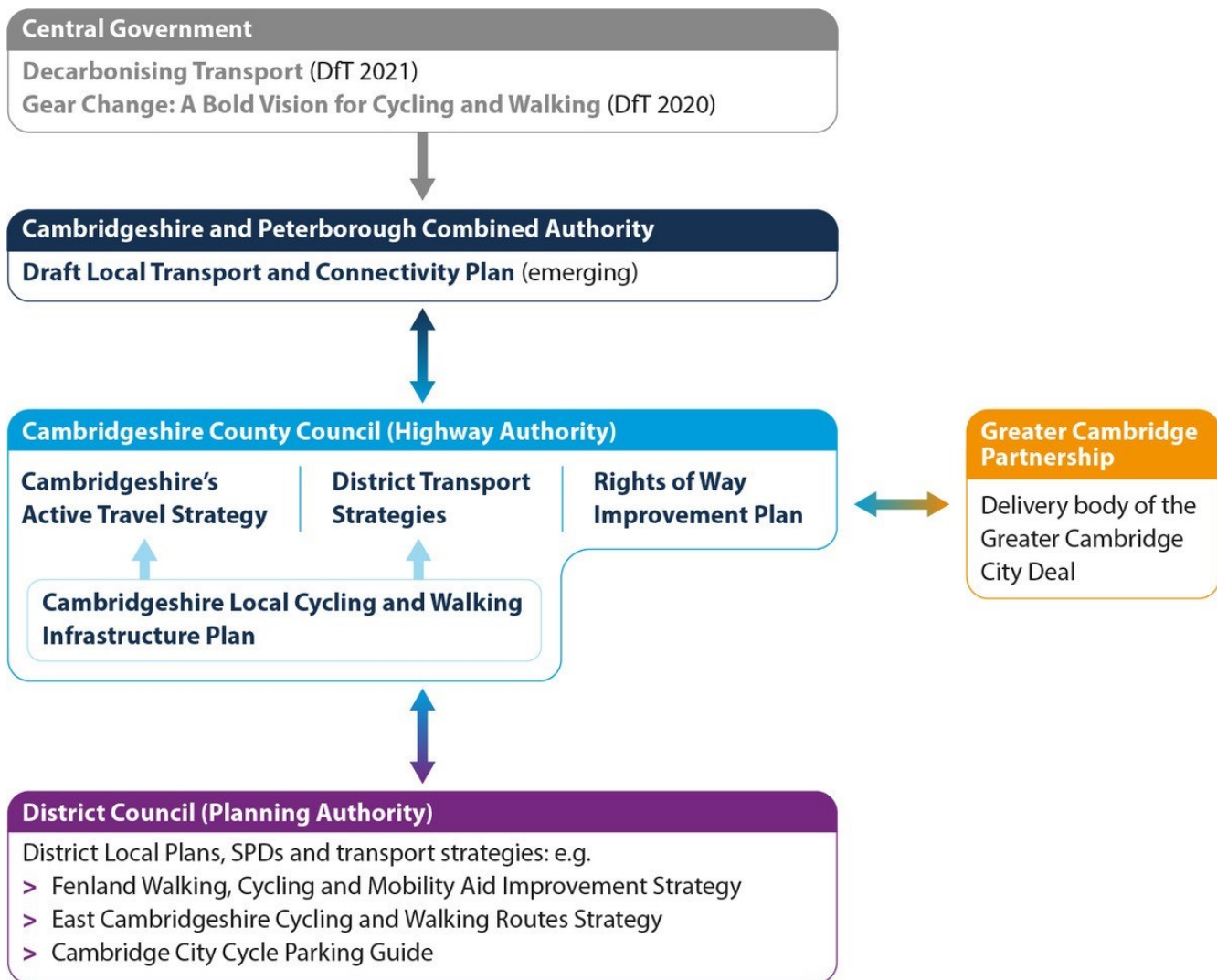


Figure 1: Strategy Relationships

- 2.5 In line with Gear Change (2020), the term ‘active travel’ within the Strategy refers to walking and cycling, but also includes wheelchairs, pushchairs, mobility scooters, adapted cycles, e-cycles and cycle freight. These modes of everyday travel support the aim of the Strategy to enable and encourage a shift away from journeys being made by a private car.
- 2.6 As e-scooters remain illegal to use outside of trial areas and are less ‘active’ than other electric assisted modes such as e-cycles, they are not included within our definition of active travel. A separate Micromobility Strategy is in the pipeline to be developed by the Cambridgeshire and Peterborough Combined Authority (CPCA) which will include e-scooters.
- 2.7 Wider Non-Motorised Users (NMUs) that use the public rights of way (PROW) network for leisure or recreational uses, for example, horse riding, rambling, dog walking or running, are considered within the Strategy to ensure existing users of the network are not adversely impacted by active travel improvements and opportunities to improve the PROW network are included where possible and appropriate. The interaction between active travel schemes and the PROW network is considered in more detail within the Cambridgeshire

Rights of Way Improvement Plan, and in the draft Cambridgeshire Active Travel Design Guide which is discussed in Section 3 of this report.

- 2.8 Schemes contained in the active travel network maps are eligible for funding. Funding opportunities may include:
- The Local Transport Plan (LTP) Integrated Transport Block funding via the CPCA.
 - Bids to the Department for Transport or Active Travel England for Active Travel funding (generally via the CPCA).
 - Bids to the CPCA for funding of Active Travel schemes / programmes.
 - Contributions from developers can be secured against schemes where they relate to their developments through S106 agreements.
- 2.9 Funding bids can also be submitted to district councils who hold Community Infrastructure Levy (CIL) charges, to the CPCA, Government and other bodies for delivery of schemes as opportunities arise.
- 2.10 The work on Cambridgeshire's Active Travel Strategy has been co-ordinated with that of the district strategies for Fenland and Huntingdonshire, as well as the CPCA's update to the LTCP. The two district-based Transport Strategies provide the holistic strategy approach to transport within those specific areas, considering the role of all transport modes. Cambridgeshire's Active Travel Strategy provides the detailed policy approach for active travel specifically but must be read alongside the overarching transport approach set within the emerging Local Transport and Connectivity Plan (LTCP), and its other 'child documents' including the district-based transport strategies and draft Bus Strategy.

Developing the Strategy

- 2.11 Cambridgeshire's Active Travel Strategy has been developed with input from key stakeholders including county and district council officers, CPCA officers, GCP officers, local campaign and interest groups, as well as councillors from county, district, and parish/town councils.
- 2.12 The Strategy focuses on achieving increased mode shift away from private car to active modes of travel for everyday journeys. It identifies four key themes to achieve this through the four E's, Embrace, Enhance, Expand and Encourage.
- 2.13 Cambridgeshire's Active Travel Strategy can be found in Appendix 1.

Stakeholder Engagement and Public Consultation

- 2.14 A focussed stakeholder engagement exercise was carried out on the draft Strategy between 9th May and 19th June 2022. A survey was sent to key stakeholders including County and District Councillors, Parish Councils, voluntary organisations and key interest groups seeking feedback on the draft vision, objectives and policies. Changes were made based on this early feedback received prior to public consultation. A report of the stakeholder engagement is available here: <https://www.cambridgeshire.gov.uk/asset-library/Transport-Strategies-Stakeholder-Engagement-Report-Final-2022.pdf>
- 2.15 Public consultation took place between 26th September (the start of the consultation was delayed by two weeks due to the death of Her Majesty The Queen) and 7th November 2022

to seek views on and input into the draft strategy and action plan. The consultation ran in tandem with consultation on the two district-based strategies for Fenland and Huntingdonshire and consisted of:

- In person events around the county (mainly held at markets, supermarkets and shopping centres)
- Consultation materials online
- An online survey
- Emails to County Councillors, District Councillors, Parish/Town Councils and stakeholders
- Social media advertising campaign
- Paper versions of all strategies and survey available at specific libraries across the county

2.16 Figure 1 shows the approximate number of attendees at the public consultation events.

Figure 1 Number of attendees at events

Location	Number of people (approx.)
Huntingdonshire	100
Fenland	45
Rest of Cambridgeshire (events focused on Active Travel Strategy, with information about Huntingdonshire and Fenland available)	100

Survey Responses

2.17 The public consultation report, summarising responses to the online survey, can be found here <https://www.cambridgeshire.gov.uk/asset-library/Active-Travel-Strategy-for-Cambridgeshire-Report-Final.pdf>

2.18 The online survey was open for six weeks, with regular advertising by press release and social media. Posters were also displayed in community facilities. A summary of the consultation responses is provided below:

- 533 online and written responses, including responses received from of a number of different groups and organisations.
- Respondents were generally supportive of the Strategy’s Vision and Objectives
- There was no clear level of opposition or support to the Strategy’s Policies and Action Plan of schemes and interventions.
- Many detailed comments were received:
 - There were concerns about the proposals lacking provision for equestrians
 - Discussions about the need for more active travel infrastructure that focuses on connecting rural communities.
 - There were concerns about how the Strategy would functionally be delivered.
 - Discussions about the need for public transport improvements alongside any active travel improvements.

2.19 Many people chose to provide their verbal feedback directly at the consultation events rather than via the online survey. Feedback received at the public consultation events has been collated, with the key themes summarised below. It should be noted that the events took place in the period when Stagecoach announced the withdrawal of some of its rural bus services and before the CPCA process for replacing the services was complete and had been announced.

- Numerous strong concerns about the withdrawal of bus services by Stagecoach, and poor public transport accessibility more generally in rural areas. People highlighted the significant impact on their lives in terms of accessing employment, education, health and other vital services, such as shopping and leisure facilities.
- Concerns about the level of development in Huntingdonshire, particularly in Ramsey, without investment in the necessary supporting infrastructure
- Lack of connectivity for active travel modes between market towns and transport hubs
- Feedback was also received regarding the Greater Cambridge Partnership (GCP) Making Connections proposals. This has been recorded and shared with the GCP.

2.20 The consultation has provided useful feedback that has informed the development of the Strategy and resulted in a range of changes.

- Added clarity on the purpose of the Strategy on enabling mode shift to active travel modes, for those that are able, and that other transport strategies cover other modes of travel for users or journeys where active travel is a less viable option.
- Updating and clarifying the next stages of work and annual review, including prioritised tier 2 active travel schemes being included within an updated Cambridgeshire Local Cycling and Walking Infrastructure Plan.
- Added section on acknowledging the barriers to active travel and solutions identified through the Strategy.
- Reduced repetition of the policy context by bringing into one 'Setting and Implementing Change' section
- Amended objective 4 – additional sub-objective adding focus on improvements to the existing active travel network.
- Emphasising references to connectivity and integration with the public transport network.
- Emphasising the issue and impact of cycle theft and need for secure cycle parking and destination facilities.
- Studies previously listed as Tier 3 now included in section High Level Action Plan and strategic studies
- Wording changes in response to specific suggestions.

2.21 It should be noted that feedback received regarding equestrian use was considered in the development of the Strategy and in particular a request to change the definition of Active Travel to include Equestrians. The Strategy (as explained in para 2.5) has adopted the definition used nationally through Gear Change (2020), whilst acknowledging the need to consider wider non-motorised users, therefore changes have not been made to the Strategy itself. However, the Cambridgeshire Active Travel Design Guide recognises the significance of considering equestrian use in the planning and design of active travel routes and provides more clarity on these issues (see below).

Action Planning Process

- 2.22 Tier 2 (route-based) active travel schemes as shown in the maps of the Cambridgeshire vision of a connected active travel network will be prioritised in accordance with the methodology set by central government for the Local Cycling and Walking Infrastructure Plans and added to an updated Cambridgeshire LCWIP. Localised active travel schemes (for example, pedestrian / cycle crossings, wayfinding, promotional initiatives) will use the district-based methodology explained below to create a prioritised list of wider active travel schemes and initiatives.
- 2.23 The Active Travel Network maps illustrate an emerging network of active travel schemes to be included in an expanded Cambridgeshire LCWIP. Officers are developing a prioritisation process, based around the Council's Strategic Framework and emerging CPCA LTCP objectives using an EAST (Early Assessment and Sifting Tool) methodology.
- At Highways and Transport Committee on 7 December 2021, it was agreed that priorities should be focused on road safety, active travel, public transport, and climate objectives. The H&T Committee further agreed the use of the emerging CPCA LTCP objectives for scheme prioritisation at its meeting on 8 March 2022.
 - These priorities will be used to develop a methodology for prioritisation of the emerging action plans, in consultation with the relevant Strategy Member Steering Group and Highways and Transport Committee and will be in place later this year for the annual budget setting processes for the 2024-25 financial year onwards.
 - Active travel routes and schemes that have been identified and prioritised will be eligible for further development and delivery as funding opportunities arise. Some schemes will be funded by or taken forward by partners (for example CPCA, GCP, district councils), or by developers, while other schemes require further investigation or study before funding can be identified for delivery.
- 2.24 The prioritisation of schemes from the district Transport Strategies and Cambridgeshire's Active Travel Strategy / LCWIP for development and delivery will then be reviewed on an annual basis and brought back to Highways & Transport Committee for approval as part of the annual budget setting process. This will involve consultation on the prioritisation with the Member Steering Groups for each district strategy.
- 2.25 The next steps for the strategy development work are set out below:

Cambridgeshire's Active Travel Strategy	
Agree Objectives	Complete
Draft Strategy	Complete
Stakeholder engagement	Complete
Public consultation	Complete
Adoption of Strategy	March 2023
Prioritisation of schemes	Report back to H & T committee in autumn 2023
Annual review of action plans / scheme prioritisation	Report back to H&T committee annually

3 Supporting active travel documents

- 3.1 Two new documents have been developed that support Cambridgeshire's Active Travel Strategy and provides further guidance for Highways and Planning Officers, and developers, when developing active travel schemes and designing new developments.

Draft Cambridgeshire Active Travel Toolkit for New Developments

- 3.2 The purpose of the Draft Active Travel Toolkit for New Developments (referred to as the 'Toolkit') is to allow the effective assessment of walking and cycling provision for all scales of new development in Cambridgeshire. The focus is on larger developments, but it is expected to be applied proportionally to scale. It seeks to make it clear to developers, policy makers, planners, transport engineers, and others what is expected to be considered within applications and done at each stage of the planning process to improve active travel provision and connectivity.
- 3.3 The scope of the Toolkit is focussed on measures that will support and encourage uptake of active modes of travel from the first inhabitants of a new development, including the connections needed for onward travel by bus for longer sustainable journeys. An appropriate level of proportionality of design measures according to scale of development will be expected to be applied.
- 3.4 The draft Toolkit has been developed with input from county and district transport and planning officers, considering its impact from both a highway and planning perspective. The draft Toolkit will be further developed following further engagement with members, district transport and planning teams, partners, developers and wider stakeholders. Its application will be tested, working with relevant internal teams and district Planning teams, and amendments made as required to ensure its ongoing effectiveness. A revised Toolkit following stakeholder engagement will come back to a future H&T Committee for final approval.

Draft Cambridgeshire Active Travel Toolkit for New Developments	
Draft Toolkit for stakeholder engagement	H&T Committee March 2023
Stakeholder engagement	Spring/Summer 2023
Review and testing of draft Toolkit	Spring/Summer 2023
Adoption of Toolkit	Report back to H & T committee in autumn 2023

- 3.5 The draft Active Travel Toolkit for New Developments can be found in Appendix 2.

Cambridgeshire Active Travel Design Guide

- 3.6 The purpose of the Cambridgeshire Active Travel Design Guide is to provide information for the planning and design of paths for active travel in the County of Cambridgeshire. It recognises the overlap and balance required to address potential pressures between providing for Active Travel whilst maintaining existing networks of public rights of way for

'non-motorised users' (NMUs). Part of the purpose of the document is to reduce these pressures by defining what is and is not acceptable when designing for active travel.

- 3.7 It is intended that it will be a live and evolving document which will take advantage of new techniques, materials, and applications as they become available and appropriate. Future changes and updates to the design guide will require engagement with stakeholders. It is recognised that early iterations of this guide will be limited in scope and may not address all situations and circumstances but will help to define the Council's long-term vision of a connected and continuous network of safe Active Travel routes.
- 3.8 There has been considerable focus to date on the development of active travel routes within urban environments but gaps in the available guidance for rural and semi-rural environments have been identified, which the design guide will focus on filling initially. The design guide contains principles for the inclusive design of paths and details of appropriate widths and surface types that represent attractive and safe specifications for different path users.
- 3.9 This guidance is for use by anyone designing and installing new routes for active travel primarily in Cambridgeshire's rural environment, as well as those making changes to existing routes to enable increased volume or scope of use, for example changing a footpath to a bridleway. It will be a point of reference for project teams within the local authority or other public bodies and their consultants, highways practitioners and developers. It applies to both new build schemes as well as changes to existing layouts. Routes should be designed in collaboration with the local community and local highway authority, as they will have an interest in the future management of the route.
- 3.10 Stakeholder engagement activities have been a core part of the development of the design guide. Statutory and local user group consultees were contacted from twenty four separate organisations including the Cambridgeshire Local Access Forum. They were asked to review and provide feedback on the design guide and the comments received have directly influenced the content of the guide. Stakeholder feedback received is extensive and, whilst it is not possible to summarise all of the comments, many themes have been identified. A table of these themes along with initial officer comments can be found in Appendix 3.
- 3.11 The following CCC internal departments have also reviewed and had input:
- Transport Strategy team
 - Public Rights of Way team
 - Street Lighting team
 - Biodiversity & Greenspaces team
 - Definitive Map team
 - Development Management team
 - Asset Information team
 - Transport Managers - including Highways Maintenance team
 - Project Delivery team
- 3.12 A cross-party Member Working Group (MWG) was established to review the development and steer the content of the design guide. The first meeting was held on Tuesday 10th January and involved discussion of the design outcomes and principles. The second

meeting was held on Thursday 19th January and delved into the design details including surface materials, path widths, access controls and lighting. The final meeting on 2nd February centred around discussion of stakeholder responses and their implications for the design of Active Travel routes.

- 3.13 It is clear from the stakeholder engagement that has taken place, as well as the discussion in the MWG meetings that there are challenges in balancing the equestrian use with the wider inclusive use of bridleways as active travel routes. It is expected that constructive engagement and development of this guide will continue towards the goal of addressing these challenges and being inclusive to all users, and we reiterate that this guide is intended to be 'live and evolving'.
- 3.14 The draft Cambridgeshire Active Travel Design Guide can be found in Appendix 4.

4 Alignment with Corporate Priorities

4.1 Communities at the heart of everything we do

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

- Transport strategy development is informed by public engagement and is guided by the objectives and priorities of the council.
- Public consultation and stakeholder engagement has been undertaken to inform the objectives, policies and schemes.
- The LTP Integrated Transport Block generally delivers small or medium sized schemes that have been developed to address local issues as part of transport strategies informed by engagement with local communities and local councillors.

4.2 A good quality of life for everyone

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

- Transport strategy documents typically identify policies and interventions that seek to improve accessibility and connectivity and minimise the negative impacts of travel and transport on communities and the environment.
- Active Travel has many benefits that can improve people's quality of life, including significant improvements to health and wellbeing by adopting a more active lifestyle, improved air quality and less congested roads through reduced emissions by reducing private car journeys, and creating an attractive and affordable travel option for the many people who cannot travel by car.

4.3 Helping our children learn, develop and live life to the full

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

- Walking, including by push scooter, and cycling are modes of travel that can be enjoyed by most children and a way for teenagers to travel independently.

- Reducing congestion, improving air quality and creating better local environments where families can travel along safely and enjoyably can have positive impacts on physical and mental health and wellbeing, having a positive impact on how children learn and develop.

4.4 Cambridgeshire: a well-connected, safe, clean, green environment

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

- Transport strategy documents typically identify policies and interventions that seek to improve accessibility and connectivity, and minimise the negative impacts of travel and transport on communities and the environment.

4.5 Protecting and caring for those who need us

There are no significant implications for this priority.

4.6 Environment and Sustainability

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

- The Strategy aims to improve active travel infrastructure and increase levels of sustainable travel through active journeys.
- The natural and built environment were considered as the strategy was developed and includes references to key supporting documents such as the CCC Climate Change and Environment Strategy as well as the Council target of 'doubling nature'.

4.7 Health and Care

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

- The Strategy focusses on improving accessibility to key services across Cambridgeshire including to places of health care by active travel as an affordable form of travel, as well as through links to public transport for longer journeys.
- Increasing levels of active travel will also improve the health of Cambridgeshire residents both directly by living more active lifestyles, and the significant health and wellbeing benefits this has, and indirectly by improving air quality by reducing car journeys.

4.8 Places and Communities

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

- Transport strategy development is informed by public engagement and is guided by the objectives and priorities of the council.
- Public consultation and stakeholder engagement has been undertaken to inform the objectives, policies and schemes
- The LTP Integrated Transport Block generally delivers small or medium sized schemes that have been developed to address local issues as part of transport strategies informed by engagement with local communities and local councillors

4.9 Children and Young People

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

- The Strategy has been developed to improve access to key services including places of education which should have benefit to children and young people as it will create safer active travel routes to school, and an attractive option for more independent travel for older children, and young adults not able to drive.
- The approach taken by the strategy is one of sustainability. "Sustainability means meeting our own needs without compromising the ability of future generations to meet their own needs".

4.10 Transport

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

- Cambridgeshire's Active Travel Strategy aims to improve active travel provision for all those living and travelling within Cambridgeshire, as well as cross-boundary connections, creating a safe and attractive option for travel. The Strategy vision, objectives and policies state how we will achieve mode shift to active modes of travel for many local journeys, for those who are able to make a change.

5 Significant Implications

5.1 Resource Implications

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

- Funding for the Strategy work will come from the Integrated Transport Block Strategy Development budget.

5.2 Procurement / Contractual / Council Contract Procedure Rules Implications

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

- All procurement activity will be undertaken in accordance with the Council's Contract Procedure Rules.

5.3 Statutory, Legal and Risk Implications

There are no significant implications for this priority.

5.4 Equality and Diversity Implications

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

- Equality Impact Assessments are being undertaken for all strategies.
- The Active Travel Strategy acknowledges that not everyone is able to travel by active modes, however, does include those travelling with mobility aid (wheelchair, mobility scooter) or adapted cycle, and policies set out how schemes and new developments must be designed to be inclusive for all people to ensure people are not disabled by their environment.

5.5 Engagement and Communications Implications

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

- Stakeholder engagement was carried out in May 2022 and public consultation on the strategies took place between September and November 2022. This included an online survey, in person drop in events, social media advertising. Feedback from the events and survey has been used to make amendments to both the strategies.

5.6 Localism and Local Member Involvement

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

- The Strategy has been developed with input from County, District, and Town or Parish Councillors as well as local interest groups as part of focus groups and stakeholder engagement.
- The Strategy was publicly consulted on between September and November 2022.

5.7 Public Health Implications

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

- Public health is identified as being at the core of the vision set out by the CPCA for their refreshed Local Transport Plan.
- *“Health: improved health and wellbeing enabled through better connectivity, greater access to healthier journeys and lifestyles and delivering stronger, fairer and more resilient communities”* is one of the six objectives of the refreshed CPCA’s Local Transport Plan, which are proposed to be adopted as the objectives of the Council’s transport strategies.
- Increased active travel has significant direct benefits to people’s health and wellbeing through more active lifestyles, and indirectly by improved air quality by reducing car journeys.

5.8 Climate Change and Environment Implications on Priority Areas:

5.8.1 Implication 1: Energy efficient, low carbon buildings.

Status: Neutral

Explanation: There are no implications in this area.

5.8.2 Implication 2: Low carbon transport.

Status: Positive

Explanation: *“Climate: Successfully and fairly reducing emissions to Net Zero by 2050”*, is one of the six objectives of the refresh of the CPCA’s Local Transport Plan, which are proposed to be adopted as the objectives of the Council’s transport strategies. The draft strategy objectives include tackling the challenges of climate change and meeting Cambridgeshire County Council’s carbon targets.

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

Status: Neutral

Explanation: Any direct implications arising from strategy or scheme development work will be addressed in future reports to this Committee. However, it is also noted that *“Environment: Protecting and improving our green spaces and improving nature with a well-planned and good quality transport network”* is one of the six objectives of the refresh of the

CPCA's Local Transport Plan, which are proposed to be adopted as the objectives of the Council's transport strategies and are reflected in the policies within the Strategy.

5.8.4 Implication 4: Waste Management and Tackling Plastic Pollution.

Status: Neutral

Explanation: There are no implications in this area.

5.8.5 Implication 5: Water use, availability and management:

Status: Neutral

Explanation: There are no implications in this area.

5.8.6 Implication 6: Air Pollution.

Status: Positive

Explanation: The policy approach within the Strategy focusses on reducing motorised traffic through mode shift to active modes of travel. Through the implementation of the Strategy it has the potential to improve air quality in areas where transport is the dominant generator of pollutants, but need commitment to interventions that will enable or drive significant changes in travel behaviour if they are to be most effective.

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

Status: Positive

Explanation: "*Climate: Successfully and fairly reducing emissions to Net Zero by 2050*", is one of the six objectives of the refresh of the CPCA's Local Transport Plan, which are proposed to be adopted as the objectives of the Council's transport strategies. It is expected that the Council's strategy work will reflect this objective in the interventions that they propose, including consideration of the resilience of those interventions in the context of climate change.

6 Source documents

- Cambridgeshire and Peterborough Combined Authority's Local Transport Plan: <https://mk0cpcamainsitehdbtm.kinstacdn.com/wp-content/uploads/documents/transport/local-transport-plan/LTP.pdf>
- Future Transport Priorities paper to Highways and transport Committee 7th December 2021 [Council and committee meetings - Cambridgeshire County Council > Meetings \(cmis.uk.com\)](https://www.cambridgeshire.gov.uk/cmis.uk.com)
- *Gear Change 2020: Gear change: a bold vision for cycling and walking* ([publishing.service.gov.uk](https://www.publishing.service.gov.uk))
- Inclusive Mobility - A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1044542/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf

Equality Impact Assessment <https://www.cambridgeshire.gov.uk/asset-library/Equality-Impact-Assessment-Active-Travel-Strategy.pdf>

Implications sign off

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 and Commercial? Yes

Name of Officer: Clare Ellis

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

Name of Legal Officer: Linda Walker

Have the equality and diversity implications been cleared by your Service Contact? Yes Name of Officer: David Allatt

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 Climate Change and Environment implications been cleared by the Climate Change Officer? Yes

Name of Officer: Emily Bolton

Appendix 1: Cambridgeshire's Active Travel Strategy

Appendix 2: Draft Cambridgeshire Active Travel Toolkit for New Developments

Appendix 3: Summary of stakeholder feedback on Active Travel Design Guide

Theme	Summary of comment	Initial officer comment
Active Travel Definition	Horse Riders are Active Travellers and should be included in the definition.	The decision that the Active Travel definition does not include equestrians is being taken at the strategy level. The justification is that Active Travel routes are strategic walking and cycling growth routes where modal shift is the key aim. User numbers are expected to grow on the basis of commuters choosing walking and cycling rather than motor vehicle. Shift towards increased horse riding is not a strategic goal. However, the Active Travel Strategy acknowledges the need to consider all NMUs in the early stages of transport schemes and the Design Guide provides guidance for schemes where existing NMUs and PROW need to be considered.
	Active Travel should not distinguish between leisure and commuting	The definition of Active Travel is determined at the strategy level. Funding to increase Active Travel is provided on the basis of increasing modal shift in commuter journeys (commuting may be defined as travel to work, school or other facility). However, the Active Travel Strategy acknowledges the need to consider all NMUs in the early stages of transport schemes and the Design Guide provides guidance for schemes where existing NMUs and PROW need to be considered.
Safety	Design outcomes needs to include a statement: 'must not result in other NMUs being left in more dangerous situation'	Agree. A statement will be added.

<p>Bridleway Rights</p>	<p>Bridleways users are equestrians and pedestrians, cyclists only have the right to use the paths. There is no requirement for the paths to be changed to enable cyclists to do so. There is a requirement for them to be suitable for equestrians and they should be able to use them in more than just walk- a restriction imposed by many hard surfaces. They should also be able to enjoy using 'their' right of way sociably riding side by side and not nose to tail.</p>	<p>This statement is noted, and the position is understood. We will continue to work constructively towards the goal of being inclusive of all users</p>
<p>Surface</p>	<p>Granite dust surface is not an alternative to an existing natural surface. It is not suitable for equestrians to walk, trot and canter.</p>	<p>Granite dust is proposed as a surface which enables expanded inclusivity of Active Travel routes. The surface has been shown to be suitable for walking as a minimum. Officers will continue liaison with equestrians to understand the issues with this surface material</p>
	<p>Grass is not just for equestrians but well used by pedestrians too</p>	<p>Add illustrative change to show pedestrians/ runner/dog walker on grass surface. Also refer to grass surface as non-concussive</p>
	<p>Grass is not suitable all-year round is an incorrect statement. Grass being porous also soaks up water quickly and copes well with frost/ice compared to sealed surfaces. In rural, unbrined, ungritted, situations, grass and other non-sealed surfaces have an advantage.</p>	<p>Statement will be changed to: Grass can become impassable by foot or bicycle in wet conditions.</p>
	<p>Surface Dressing is not suitable as an alternative to an existing natural surface. Clarification needed on whether it is a bound or loose surface.</p>	<p>Surface dressing is proposed as a surface which enables expanded inclusivity of Active Travel routes. Officers will continue liaison with equestrians to understand the issues with this surface material.</p>
	<p>It is unclear whether hybrid rubber/aggregate mix is a suitable surface for equestrians.</p>	<p>To date rubber surface has been explored due to equestrians expressing an interest in this type of surface. Trial surface patches will be proposed and tested for suitability ahead of any rollout. This will be reflected in the guide.</p>

	Grassy strips are unsuitable for Active Travel modes and should not form part of this document	It will be clarified in the guide that soft surface is only to be used in combination with another surface (parallel to another surface) to allow separation between users.
Shared use	Shared pavements should only be used within a rural context, but please be mindful that a built-up environment within a town or village might not meet these requirements and might need protected infrastructure for each active travel mode because the pedestrian and/or cycle flows are likely to exceed the minimum widths for the respective user numbers.	Reference LTN1/20 6.5.4. in the guide
	We feel that the intention is to throw pedestrians and cyclists into conflict on new rural schemes	The guide follows national guidance in LTN 1/20
Path widths	This guide should reflect LTN 1/20 recommended minimum widths for shared use paths taking into account different cycle flows.	Consideration needs to be taken of potential future pedestrian and cycle flows in determining path widths. Where no route currently exists this figure can be hard to estimate and existing tools may be flawed. Reference to LTN 1/20 will be strengthened. Edit cross section illustrations to show a range between 3m-4.5m
Environmental Impact	Concern over impact of dug solutions	All surface changes will require digging unless in the vicinity of tree roots.
Loss of Amenity	Design outcomes needs to include 'must not result in loss of amenity for other NMUs'	Active Travel includes catering for a number of different users and therefore compromise will need to be made to maximise the scope of use.
	Existing grass bridleways need to be protected	The design guide provides guidance on how to cater for Active Travel routes. These may overlap with existing bridleways. The scope of the design guide does not include route choice.

	The £100m pa equestrian industry in Cambs relies on a good network of bridleways. It is the duty of the Council to protect and preserve that network which was created for the 'users of bridles'.	The design guide demonstrates how Active Travel routes will enable inclusive use of the same space. It is anticipated that the guidance will result in growth of the Bridleway network available to equestrians.
Change of Use	Many of our ROWs are incorrectly recorded as public footpath and the current work gives us a real opportunity to address some obvious missing links.	The point about incorrect recording of rights of way will be raised with the appropriate officers. The point about opportunity to address missing links will be added to the guide.
Reference to Existing Guidance	The guide should not try and replace LTN 1/20 but should instead try and provide detail in those areas where LTN 1/20 is lacking.	It is agreed that this guide should not replace or contradict LTN1/20, but in order to increase uptake of these principles by designers working on Active Travel paths in Cambridgeshire, some areas of the guidance will inevitably be duplicated to give the required emphasis for the purposes of this document.
	Active Travel England becomes a statutory consultee in June 2023 it is important that Cambridgeshire County Council does not have contradicting guidelines.	Due to reporting timeframes our guidance will be published ahead of June 2023. It is already stated that the design guide will be a 'live and evolving document' and we commit to reviewing emerging guidance regularly.
	It could be interpreted from the guide that LTN 1/20 only applies to urban environments. This is not the case	Guidance will be reworded.
	Legal definitions for the rights of way listed already exist in LTN 1/20 on Pages 185-186. This document should ensure that the descriptions given here do not contradict that document. LTN 1/20 gives comprehensive definitions of types of paths (pages 186, 187 and 188)	Reference greater detail in LTN 1/20

	The guide does not consider LTN 1/20 Chapter 8 guidance on managing user conflict and junctions.	Ensure consistency with LTN 1/20.
Maintenance	It would not be possible or economical for CCC to brine-spray all sealed surface NMU routes county-wide.	To be explored further with maintenance officers and potentially add reference to gritted cycleway network in the guide.
	There is no point designing an AT path if there is no allocation of responsibility for maintenance. Out in the countryside, the existing AT paths are largely neglected or inappropriately maintained eg throwing rubble down on a cycle route.	To be raised with maintenance officers. It is accepted that further development of the maintenance guidance is required.
Planning	The document should highlight the opportunity to fix the broken public right of way network by providing the missing links, especially bridleways which enable cyclists and equestrians to travel safely from place to place.	Opportunity to remove missing links will be highlighted further in the guide.
	Compulsory and other forms of purchase are used for highway building for the benefit of motorised users. These powers could be used, or considered for use, in the building/improvement of AT paths. This document needs a section that covers compulsory purchase of property.	This will be considered further however it should be noted that this guide is intended for external developers to use (as well as CCC, GCP, CPCA officers) who would not have CPO powers.
	The remit of this document is planning and designing AT paths. If the remit includes planning, then sections are needed to cover planning because it not informed in this document.	Note this statement for future development work
Accessibility	There is no mention of wheelchair users or pram-pushers.	The overarching strategy document does refer to these transport modes, but this will be strengthened in the guide
	There is no mention of recumbent cycles, hand cycles, cargo bikes and trailers	The overarching strategy document does refer to these transport modes, but this will be strengthened in the guide

	There is no mention that Active Travel paths can be used by powered mobility devices (wheelchairs, scooters) as well as certain micro mobility devices (electrically assisted pedal cycles)	The overarching strategy document does refer to these transport modes, but this will be strengthened in the guide
Bollards and Lighting	Bollards can be dangerous obstacles for users. They must be well lit to make them conspicuous.	This will be added to the guide

Appendix 4: Draft Cambridgeshire Active Travel Design Guide