

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:

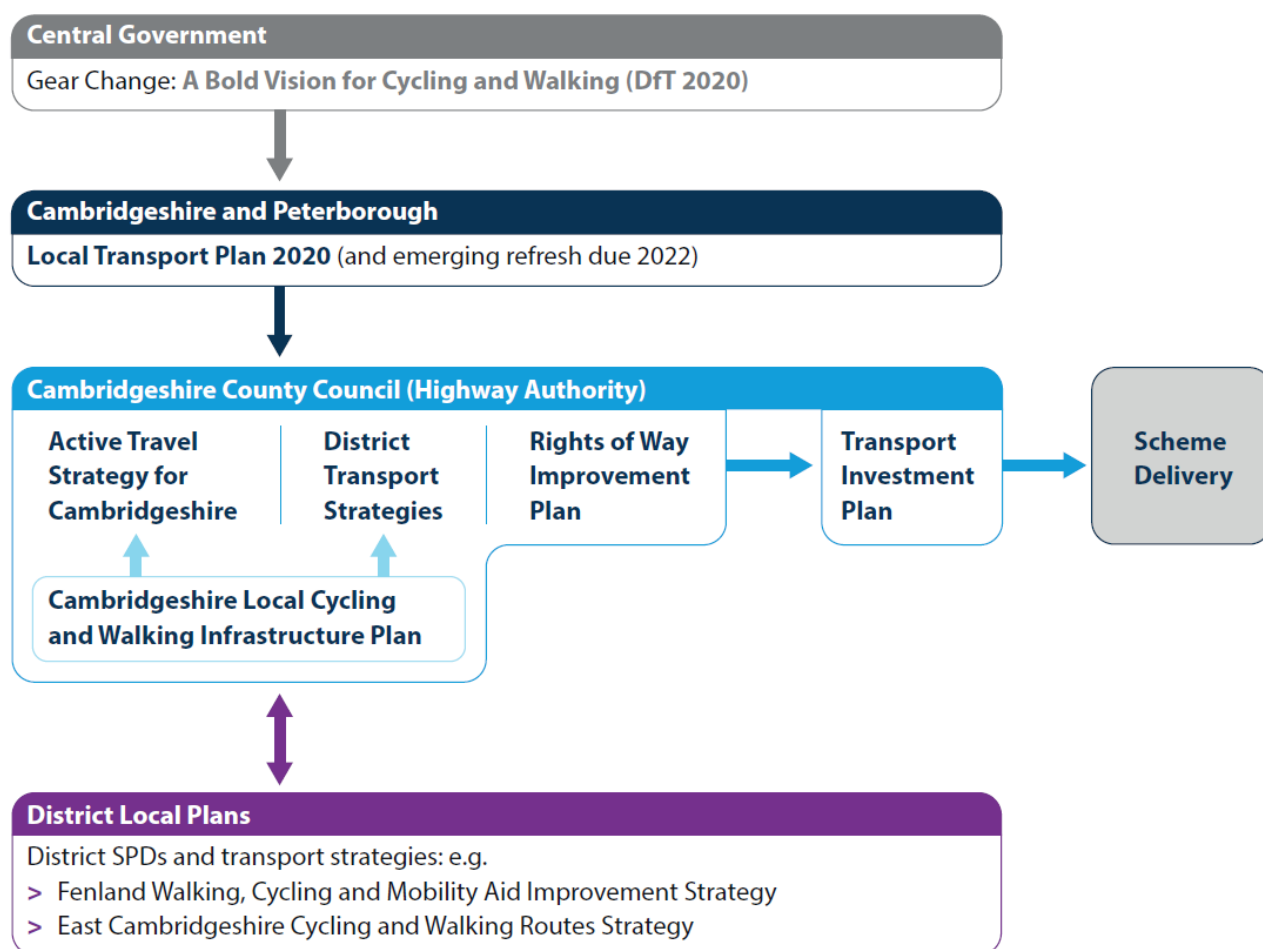
Name: Clare Rankin
Post: Project Manager
Email: clare.rankin@cambridgeshire.gov.uk
Tel: 07741830143

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 \(engagementhq.com\)](#)

