

Transport Strategy Update

- To: Highways and Transport Committee
- Meeting Date: 12th July 2022
- From: Steve Cox, Executive Director Highways and Transport
- Electoral division(s): All
- Key decision: No
- Forward Plan ref: n/a
- Outcome: To update the Committee on:
- the development of district-based transport strategies for Fenland and Huntingdonshire
 - progress on the development of an Active Travel Strategy for Cambridgeshire
 - proposed timescales for the update of the Transport Strategy for Cambridge and South Cambridgeshire, and the Transport Strategy for East Cambridgeshire, and
 - work with the Greater Cambridge Partnership on 'Making Connections' as part of the city access project
 - the 2022 Transport Investment Plan list
- Recommendation: Members are requested to:
- a) Note progress to date and the next steps for the development of the Fenland, Huntingdonshire and Active Travel strategies;
 - b) Delegate approval of consultation in autumn 2022 on:
 - the draft Huntingdonshire Transport Strategy,
 - the updated draft Fenland and Active Travel Strategies and
 - the draft actions plans for the three strategiesto the Executive Director of Place and Economy in consultation with the Chair and Vice Chair of this committee;
 - c) Note the proposed timescales for the update of the Transport Strategy for Cambridge and South Cambridgeshire, and the Transport Strategy for East Cambridgeshire;
 - d) Note the Greater Cambridge Partnership Executive Board's will be reviewing next steps for the city access project in September, following the Making Connections consultation, which may include a recommendation to undertake consultation on proposals for transforming public transport, cycling and walking and reducing pollution and congestion;
 - e) Endorse this consultation, if agreed by the GCP Executive Board being undertaken by the GCP on behalf of the County Council; and
 - f) Note the updated Transport Investment Plan list.

Officer contact:

Name: Jeremy Smith
Post: Group Manager Transport Strategy and Funding
Email: jeremy.smith@cambridgeshire.gov.uk
Tel: 01223 715483

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 This report provides updates on transport strategy work being undertaken and planned by the County Council, and with the Greater Cambridge Partnership (GCP).
- 1.2 The Future Transport Priorities paper to this committee on 7th December 2021 summarised seven Year 1 actions of the Joint Administration relating to the work of the Council's Transport Strategy team. Action T.4 refers to the continued development of transport strategies for Huntingdonshire and Fenland to include support for modal shift. An update was provided to this committee on 8th March 2022. A further update on progress towards this action is set out in this paper.
- 1.3 This paper also sets out:
 - proposed timescales for the development of an updated Greater Cambridge Transport Strategy, to supersede the existing Transport Strategy for Cambridge and South Cambridgeshire, and linked to this,
 - work with the GCP on '[Making Connections](#)' as part of the city access project, and
 - work with Greater Cambridge Shared Planning on the likely transport implications of the emerging [Greater Cambridge Local Plan](#).
 - proposed timescales for the update of the Transport Strategy for East Cambridgeshire.

2 Transport Strategies for Fenland and Huntingdonshire, and the Active Travel Strategy

- 2.1 District-based transport strategies set out detailed policies and an action plan for transport investment in each district. Schemes contained in the action plans are then eligible for Local Transport and Connectivity Plan (LTCP) Integrated Transport Block funding from the Cambridgeshire and Peterborough Combined Authority (CPCA). Funding bids can also be submitted to the CPCA, Government and other bodies for delivery of schemes, and contributions from developers can be secured against schemes where they relate to development.
- 2.2 The work on these two district strategies is being co-ordinated with that of the Active Travel Strategy for Cambridgeshire, as well as the CPCA's update to the LTCP.
- 2.3 The Active Travel Strategy being developed will provide a comprehensive set of policies that will enable quality provision of active travel infrastructure in 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.

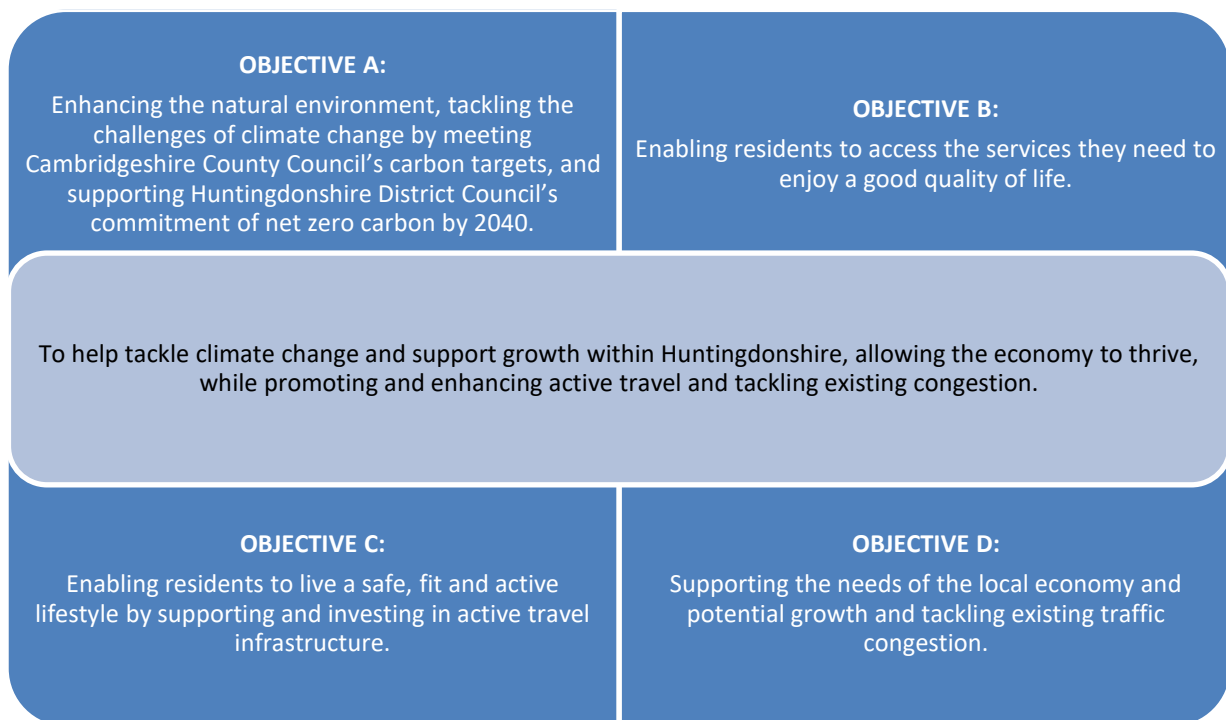
Transport Strategy for Fenland – progress to date

- 2.4 This committee noted and approved the vision, objectives and draft Fenland Transport Strategy for further stakeholder engagement on 8th March 2022. County Council officers are working closely with district council officers, the Member Steering Group and stakeholders to develop a draft action plan for public consultation.

Transport Strategy for Huntingdonshire – progress to date

- 2.5 A draft vision and set of objectives for the Huntingdonshire Transport Strategy have been developed with the Member Steering Group (MSG) and are set out in Figure 1. The MSG will be re-constituted following the change in administration at Huntingdonshire District Council and will have the opportunity to review the emerging draft vision and objectives. Work to develop a draft strategy and action plan will take place with partners and the MSG ready for public consultation in autumn 2022.

Figure 1 Emerging draft vision and objectives for the Huntingdonshire Transport Strategy



Active Travel Strategy – progress to date

- 2.6 This committee noted and approved the vision, objectives and draft Active Travel Strategy for Cambridgeshire for stakeholder engagement on 8th March 2022. County Council officers are working closely with partners and stakeholders to develop a draft action plan for public consultation.

Stakeholder Engagement and preparation of action plans

- 2.7 A focussed stakeholder engagement exercise was carried out for all three strategies between 9th May and 19th June 2022 to inform the further development of each strategy and the draft action plans. A survey was sent to key stakeholders including County and District Councillors, Town / Parish Councils, voluntary organisations and key interest groups seeking feedback on key transport issues, priorities and views on the draft vision and objectives for each strategy. See Appendix 1 for the list of stakeholders. Feedback is currently being analysed and will be reported to Member Steering Groups. See Appendix 2 for high level analysis of the stakeholder engagement survey response.

- 2.8 Public consultation is planned to take place later in the autumn to seek views on and input into the draft strategies and action plans. It is anticipated that public consultation will take place largely online, but with some in person presence at high footfall areas across the county such as at markets and supermarket locations for those where online access is not possible or available. This approach will be supported by promotion through social media posts, posters and leaflets available at key contact points such as libraries, as well as through other possible channels, for example, resident's associations, schools, train stations and bus stations. Each Member Steering Group, district council colleagues and partners will input into the arrangements for public consultation over the coming weeks..

Next Steps

- 2.9 The next steps for the strategy development work are set out below:

FENLAND	
Accessibility Report / evidence base	Complete
Agree Objectives	Complete
Draft Strategy	Complete
Stakeholder engagement	Complete
Progress update	Highways and Transport Committee July 2022
Public consultation	Autumn/Winter 2022
Adoption	2023

HUNTINGDONSHIRE	
Huntingdonshire Strategic Transport Study – evidence base	Complete
Stakeholder engagement	Complete
Progress update	Highways and Transport Committee July 2022
Public consultation	Autumn/Winter 2022
Adoption	2023

ACTIVE TRAVEL	
Agree Objectives	Complete
Draft Strategy	Complete
Stakeholder engagement	Complete
Progress update	Highways and Transport Committee July 2022
Public consultation	Autumn/Winter 2022
Adoption	2023

3 Planned transport strategy development work

Transport Strategy for East Cambridgeshire

- 3.1 The Transport Strategy for East Cambridgeshire was adopted in December 2017. It is planned to commence work to review and update this strategy in 2023, following on from current work on the Fenland, Huntingdonshire and Active Travel Strategies. A further paper will be brought to committee when the work commences, to establish a Member Steering Group and to set out the programme for the work.

Greater Cambridge Transport Strategy

- 3.2 The Transport Strategy for Cambridge and South Cambridgeshire (TSCSC) was adopted in March 2014 and is proposed to be reviewed and updated into a new Greater Cambridge Transport Strategy, in parallel with work to develop the new Greater Cambridge Local Plan. The TSCSC was developed alongside and informed by the adopted Cambridge and South Cambridgeshire Local Plans, and the transport programme included in the bid for City Deal funding and now being delivered by the GCP was drawn from the transport programme in the TSCSC.
- 3.3 It is currently envisaged that work to develop / update the Greater Cambridge Transport Strategy will commence in late 2022 / early 2023, in parallel with the further development of the Greater Cambridge Local Plan and informed by the results of the GCP consultations discussed below.

City Access

- 3.4 [In November 2021](#), the Highways and Transport Committee considered an update on the City Access project. As part of the project, and as empowered by the Greater Cambridge City Deal, the GCP is developing proposals under the banner 'Making Connections' for transforming public transport, cycling and walking and reducing pollution and congestion, consistent with the policy direction set in the current Local Transport Plan, the emerging Local Transport and Connectivity Plan, and in the TSCSC.
- 3.5 The GCP Executive Board will consider [the feedback from recent Making Connections consultation](#) at their meeting in September, alongside recommendations on next steps. This may include a recommendation to undertake a statutory consultation on proposals for transforming public transport, cycling and walking and reducing pollution and congestion, including a potential road user charging scheme and / or additional parking charges such as a workplace parking levy. Under the Transport Act 2000, a decision to implement a road user charging scheme or workplace parking levy rests with the Local Traffic Authority, which in this case is the County Council. As such, the GCP would undertake any consultation on such a scheme on behalf of the County Council, with a final decision on whether to take forward and implement such a scheme resting with the County Council Full Council.
- 3.6 Key City Access milestones were set out in the November 2021 committee report. In discussion with the CPCA, the GCP has delayed the consultation on the detailed City Access scheme so that it will now follow on after the CPCA's current consultation on the Local Transport and Connectivity Plan. The revised timescales are as follows:
- GCP Executive Board Decision: September 2021
 - Strategic Business Case Consultation – public transport proposals and road space / revenue principles: October – December 2021
 - Executive Board Decision: September 2022
 - Consultation on Detailed City Access Scheme: October – November 2022
 - Executive Board Decision: June 2023
 - Implementation: 2023+

Transport Investment Plan (TIP)

- 3.7 The Transport Investment Plan (TIP) is a list of schemes covering transport infrastructure, services and initiatives that are required to support the growth of Cambridgeshire. Each

year the TIP has been brought to Committee, for members to note for information any updates made through the year. Please refer to the TIP webpage [here](#) for:

- the current TIP (2022) listed by district
- a Policy Document describing the TIP uses and other helpful information
- a link to the mapped schemes on [MyCambridgeshire](#).

3.8 For any comments/queries on the TIP, please contact Cat Rutangye, Capital and Funding Manager, Transport Strategy and Funding Team: cathryn.rutangye@cambridgeshire.gov.uk

3.9 It is proposed to align the future updates of the TIP with regular reviews of the action plans that form part of the district transport strategies. Updates to the strategy action plans will be brought to committee for agreement.

4 Alignment with corporate priorities

4.1 Environment and Sustainability

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

4.2 Health and Care

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

4.3 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.
- 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.

4.4 Children and Young People

There are no significant implications for this priority.

4.5 Transport

Implications for transport are discussed throughout the report, with particular reference to the development of transport strategies that are consistent with the current CPCA Local Transport Plan, the emerging CPCA Local Transport and Connectivity Plan, and the corporate priorities of the Council. The work on the Fenland, Huntingdonshire and Active Travel Strategies outlined in the paper is identified in the Joint Administration Agreement.

5 Significant Implications

5.1 Resource Implications

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

- Funding for the district strategy work will come from the Integrated Transport Block Strategy Development budget. Consideration is already being given to how to resource the subsequent action plans, and this will be reported back to Committee.

5.2 Procurement / Contractual / Council Contract Procedure Rules Implications

There are no significant implications for this priority.

5.3 Statutory, Legal and Risk Implications

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

- The GCP has authority for functions set out in [Part 3C-A of the County Council's constitution](#). This includes authority to “*Approve plans and strategies necessary or incidental to the implementation of the City Deal Agreement*”.
- Paragraph 3.5 sets out that under the Transport Act 2000, any decision to implement a road user charging scheme or workplace parking levy rests with the Local Traffic Authority, which is the County Council. If such a measure is recommended to the GCP Executive Board to be consulted upon, and were subsequently agreed by the Executive Board, the final decision on whether to take forward and implement such a measure following the statutory consultation would rest with a meeting of the County Council.

5.4 Equality and Diversity Implications

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

- Equality Impact Assessments are being undertaken for all strategies as they progress through to adoption.

5.5 Engagement and Communications Implications

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

- The transport strategy work will involve public and stakeholder engagement work at the appropriate points in their programmes.

5.6 Localism and Local Member Involvement

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

- Transport Strategy development work is supported by Member Steering Groups made up of County Members, and where appropriate, District, Town or Parish Councillors. Local County Councillors are generally offered the opportunity to feed into work as stakeholders and through consultations on the emerging or draft strategies.

5.7 Public Health Implications

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

- Public health is at the core of the vision set out by the Cambridgeshire and Peterborough Combined Authority for the Local Transport and Connectivity Plan, and

“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 LTCP.

- The CPCA’s LTCP sets out the overarching transport policy framework for Cambridgeshire and Peterborough. The transport strategy work outlined in this paper seeks to translate that policy framework into more local strategies and action plans.

5.8 Environment and Climate Change 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 for the Fenland and Huntingdonshire strategies 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 CPCA’s Local Transport and Connectivity Plan, which are proposed to be adopted as the objectives of the Council’s transport strategies and are reflected in the draft objectives for the Fenland and Huntingdonshire strategies.

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: **Neutral / potentially positive**

Explanation: Small scale transport interventions such as those implemented using Integrated Transport Block funding through district-based strategies do not generally lead to quantifiable improvements to air quality on their own. Policy / strategy approaches that focus on reducing traffic and a cleaner vehicular fleet have 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 and Connectivity Plan
<https://yourltcp.co.uk/>
- Future Transport Priorities paper, Highways & Transport Committee, 7 December 2021
<https://cambridgeshire.cmis.uk.com/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1713/Committee/62/Default.aspx>
- Huntingdonshire Strategic Transport Study: Baseline Report (May 2017)
<https://www.huntingdonshire.gov.uk/media/2641/huntingdonshire-strategic-transport-study-baseline-report.pdf>
- Fenland Accessibility Report – this is an appendix of the draft Fenland Transport Strategy approved by this Committee on 8 March 2022
<https://cambridgeshire.cmis.uk.com/ccclive/Meetings/tabid/70/ctl/ViewMeetingPublic/mid/397/Meeting/1716/Committee/62/Default.aspx>
- Making Connections project summary, background, and consultation feedback reports
<https://www.greatercambridge.org.uk/city-access/making-connections>

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 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: Jeremy Smith

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 – (not a key decision but climate implications are discussed)

Name of Officer: Emily Bolton






Appendix 1: Early Results from Transport Strategy Stakeholder Engagement survey, May to June 2022




Stakeholder Engagement was carried out from 9 May 2022 until 19 June 2022. Engagement was carried out via an online survey and stakeholders were informed via email. An email was sent to Councillors and Parish Councils on 7 April 2022 informing them that the engagement was taking place, and all stakeholders were emailed on the 9 May that the engagement had started. Follow up reminder emails were also sent.

Stakeholders contacted are detailed at the end of this summary, and included:

- All County, District and City Councillors.
- All Parish / Town Council Clerks.
- MPs in Cambridgeshire and
- 96 interest groups.





Please note that the results below are high level and have not yet been analysed in detail.

1. Are you responding as (please select all that apply)				
Answer Choices			Response Percent	Response Total
1	County Councillor		7.14%	5
2	District Councillor		17.14%	12
3	Organisation		25.71%	18
4	Parish / Town Council		45.71%	32
5	Other (please specify):		15.71%	11
			answered	70
			skipped	0





3. What draft transport strategies are you interested in commenting on? Please tick all that apply.				
Answer Choices			Response Percent	Response Total
1	Draft Fenland Transport Strategy		17.14%	12
2	Draft Huntingdonshire Transport Strategy		50.00%	35
3	Draft Active Travel Strategy for Cambridgeshire		70.00%	49
			answered	70
			skipped	0

Draft Fenland Transport Strategy Responses:

4. Do you agree with the Fenland Transport Strategy Vision?
To prioritise and develop a connected and inclusive transport network in Fenland. A network that will enable more people to access employment, education, healthcare and everyday services by a range of transport modes. There is a key focus on active or sustainable travel to improve opportunities, the health and wellbeing of Fenland residents and the environment they live in, now and for future generations.

Answer Choices			Response Percent	Response Total
1	Strongly agree		41.67%	5
2	Agree		33.33%	4
3	Neither agree nor disagree		0.00%	0
4	Disagree		8.33%	1
5	Strongly disagree		16.67%	2
			answered	12
			skipped	58

6. Do you agree with the Fenland Transport Strategy Objectives?
- Enable residents to live fit and healthy lifestyles, as they are able, by developing and promoting a connected, safe and viable active travel network and improving wellbeing
 - Support the needs of the local economy by developing better connectivity to places of education, retail, employment and healthcare
 - Reduce the impact of rural isolation on the day-to-day life and future prospects of Fenland residents by developing better access solutions to key services and facilities
 - Meet the challenge of climate change and enhance the natural environment by encouraging people to travel more sustainably

Answer Choices			Response Percent	Response Total
1	Strongly agree		33.33%	4
2	Agree		41.67%	5
3	Neither agree nor disagree		0.00%	0
4	Disagree		8.33%	1
5	Strongly disagree		16.67%	2
			answered	12
			skipped	58

8. Which of the following do you / your organisation consider to be the most important three (3) transport related issues in Fenland.




Answer Choices			Response Percent	Response Total
1	1 Road safety		41.67%	5
2	2 Lack of walking infrastructure		16.67%	2
3	3 Lack of cycling infrastructure		16.67%	2
4	4 Lack of public transport		75.00%	9
5	5 Increasing volumes of traffic		8.33%	1
6	6 Impact on the environment e.g. climate change, air quality		16.67%	2
7	7 Noise disturbance		0.00%	0
8	8 Rat-running of traffic and HGVs through villages		25.00%	3
9	9 Lack of connectivity and accessibility		58.33%	7
10	10 Health and wellbeing		25.00%	3
			answered	12
			skipped	58

9 Do you agree the policies in the Fenland Transport Strategy are the right ones to deliver its vision and objectives?





Answer Choices			Response Percent	Response Total
1	Strongly agree		0.00%	0
2	Agree		58.33%	7
3	Neither agree nor disagree		25.00%	3
4	Disagree		0.00%	0
5	Strongly disagree		16.67%	2
			answered	12
			skipped	58

Draft Huntingdonshire Transport Strategy









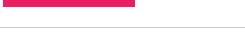

17. Do you agree with the Huntingdonshire Transport Strategy Vision?
To help tackle climate change and support growth within Huntingdonshire, allowing the economy to thrive, while promoting and enhancing active travel and tackling existing congestion.

Answer Choices			Response Percent	Response Total
1	Strongly agree		28.57%	10
2	Agree		54.29%	19
3	Neither agree nor disagree		17.14%	6
4	Disagree		0.00%	0
5	Strongly disagree		0.00%	0
			answered	35
			skipped	35

19. Do you agree with the Huntingdonshire Transport Strategy Objectives?
- Enhancing the natural environment, tackling the challenges of climate change by meeting Cambridgeshire County Council's carbon targets, and supporting Huntingdonshire District Council's commitment of net zero carbon by 2040.
 - Enabling residents to access the services they need to enjoy a good quality of life.
 - Enabling residents to live a safe, fit and active lifestyle by supporting and investing in active travel infrastructure.
 - Supporting the needs of the local economy and potential growth and tackling existing traffic congestion.






Answer Choices			Response Percent	Response Total
1	Strongly agree		37.14%	13
2	Agree		40.00%	14
3	Neither agree nor disagree		20.00%	7
4	Disagree		2.86%	1
5	Strongly disagree		0.00%	0
			answered	35
			skipped	35

21. Which of the following do you / your organisation consider to be the most important three (3) transport related issues in Huntingdonshire.

Answer Choices			Response Percent	Response Total
1	1 Road safety		44.12%	15
2	2 Lack of walking infrastructure		20.59%	7
3	3 Lack of cycling infrastructure		38.24%	13
4	4 Lack of public transport		52.94%	18
5	5 Increasing volumes of traffic		41.18%	14
6	6 Impact on the environment e.g. climate change, air quality		26.47%	9
7	7 Noise disturbance		2.94%	1
8	8 Rat-running of traffic and HGVs through villages		20.59%	7
9	9 Lack of connectivity and accessibility		38.24%	13
10	10 Health and wellbeing		11.76%	4
			answered	34
			skipped	36

Draft Active Travel Strategy

28. Vision and Objectives Do you agree with the Active Travel Strategy for Cambridgeshire Vision? Active travel will be embraced in all transport policies, projects, investment and development in Cambridgeshire, prioritising cycling and walking and associated travel modes. We will create a well-connected, safe and inclusive active travel network that will become the 'go-to' travel option for many local journeys.





Answer Choices			Response Percent	Response Total
1	Strongly agree		46.00%	23
2	Agree		34.00%	17
3	Neither agree nor disagree		14.00%	7
4	Disagree		4.00%	2
5	Strongly disagree		2.00%	1
			answered	50
			skipped	20

30. Do you agree with the Active Travel Strategy for Cambridgeshire Objectives?

1. Embrace a clear deliverable vision for a high quality, safe and connected active travel network across Cambridgeshire that will enable and encourage journeys currently being made by car to be taken by foot or cycle. This will support achieving Net Zero Carbon by 2045, and a healthier, more active Cambridgeshire.
2. Focus on shorter local journeys, as well as capturing the increased potential for longer journeys to be taken by active or sustainable travel modes alongside e-bikes and public transport. An integrated network will better connect both urban and rural communities to local facilities, improving social inclusion, physical and mental health, and wellbeing.
3. Deliver significant step-change in active travel provision across the county, by improving internal processes and collaborative working with key partners and developers. We will ensure active travel is embedded and prioritised in all future decision-making, projects, schemes, and policies at all levels.
4. Ensure the existing and future Active Travel network is fit for purpose by;
 - a) Ensuring active travel is considered as part of all transport schemes and developments at the outset; and
 - b) Exploring new ways to prioritise maintenance of active travel infrastructure, addressing the importance that well maintained routes have on sustained use; and
 - c) Embedding a 'whole life cycle' approach to scheme development, ensuring all schemes are designed and funded to minimise the ongoing maintenance cost.
5. Explore new ways to promote and encourage active travel and support initiatives that create behaviour change and modal shift to active travel modes, including the issue of 'knowing what's out there'. Look holistically at the shared experience and influences that make walking or cycling an attractive option as a form of travel.

Answer Choices			Response Percent	Response Total
1	Strongly agree		34.69%	17
2	Agree		48.98%	24
3	Neither agree nor disagree		8.16%	4
4	Disagree		4.08%	2
5	Strongly disagree		4.08%	2
			answered	49
			skipped	21

32. Do you agree the policies in the Active Travel Strategy are the right ones to deliver its vision and objectives?

Answer Choices			Response Percent	Response Total
1	Strongly agree		28.57%	14
2	Agree		38.78%	19
3	Neither agree nor disagree		26.53%	13
4	Disagree		6.12%	3
5	Strongly disagree		0.00%	0
			answered	49
			skipped	21

Stakeholders contacted for engagement

County Councillors

District / Ward Councillors

Parish / Town Councils

MPs

General Interest /Groups:

East Midlands Railway

Network Rail

Greater Anglia Trains

Stagecoach East

Stagecoach East Midlands

Go Whippet (Tower Transit)

Care Network

Local Access Forum

Cambridgeshire ACRE

Cross Country Trains

Cambridge Ahead

Camsight

Alzheimer's Society

Rail Future

Disability Cambridgeshire

Cambridge Ethnic Community Forum

COPE

Sustrans

Camcycle

Logistics UK (formerly Freight Transport Association)

Cambridge University Hospitals NHS Foundation Trust

Cambridge University

Cambridge Past Present and Future

Travel Plan Manager, Environment and Energy, University of Cambridge

British Horse Society County Access & Bridleways Officer – Cambridgeshire

Campaign for Better Transport

Cambridge Deaf Association

Natural England

Ramblers Association

Living Streets

Road Haulage Association (Policy Team)

Age UK Cambridgeshire

Confederation of Passenger Transport Users

Mind in Cambridgeshire

Voiceability

Cambridgeshire Walkers

Headway Cambridgeshire

National Autistic Society

The Byways and Bridleways Trust

CPRE Cambridgeshire & Peterborough

Motor Neurone Disease Association

Swavesey and District Bridleway Association

Cambridge & District Riding Club

Cambridge Ethnic Communities Forum

Voluntary & Community Action East Cambs

Police and Crime Commissioner

Royal British Legion

Royal Naval Association - Hunts district

Royal Naval Association

Encompass Network

Diamonds

Cambridgeshire Fire and Rescue Service

Liftshare

Cambs Youth Panel

Police

The Kite Trust

District Interest Groups:

Fenland Transport and Access Group
FACT Community Transport
Chatteris Cycling Club
Fenland Ramblers
Golden Age Partnership
Hereward Community Rail Partnership
Fenland Bridleways Group
Hunts Walking and Cycling Group
Huntingdonshire Ramblers
St Ives Eco Action
Huntingdonshire Volunteer Centre
Dews Coaches

Disability Information Service
Huntingdonshire
Huntingdonshire Association for Community
Transport
Huntingdonshire Chamber of Commerce
Loves Farm Community Association
Natural Cambridgeshire
Ramsey Neighbourhood Trust
Robinson Coaches, Kimbolton
St Ives Town Initiative
Urban & Civic
Civic Society of St Ives

Local Active Travel Interest Groups:

Ely Cycling Campaign
C2C (Cycling UK)
Walk Cambridge
Cambridge Ramblers
Milton Cycling Campaign
Swavesey and District Bridleway Association
British Horse Society
BHS Officer in Girton area
Zedify/Outspoken
Women on Wheels
Waterbeach Cycling Campaign
A10 Corridor Cycling Campaign
Centre 33
Smarter Cambridge Transport
Ely Society
Ely Youth Forum
A to B1102 Group (Burwell to Lode)