

CAMBRIDGESHIRE LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

To: Highways and Transport Committee

Meeting Date: 19 January 2021

From: Steve Cox, Executive Director, Place & Economy

Electoral division(s): All

Forward Plan ref: NA

Key decision: Yes

Outcome: The Committee is asked to consider the draft Local Cycling and Walking Infrastructure Plan for approval to consult.

Recommendation: The Highways and Transport Committee is asked to:

The Committee is asked to approve public consultation on the draft Local Cycling and Walking Infrastructure Plan

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1. Background

- 1.1 The Infrastructure Act 2015 placed a duty on the Secretary of State to set Walking and Cycling Investment Strategies. The first Cycling and Walking Investment Strategy (CWIS) was published in 2017 which set out an ambition in England that by 2040 cycling or walking should be the natural choice for all short journeys or part of a longer journey.
- 1.2 As a key part of the CWIS, the Department for Transport (DfT) encouraged local authorities to develop Local Cycling and Walking Infrastructure Plans (LCWIPs). The DfT made funding available in 2017 and invited local authorities to bid. Some local authorities were given a specialist consultancy to work with them to compile their LCWIP, whereas Cambridgeshire County Council (CCC) was awarded a small amount of funding of £33,500, and Sustrans were appointed by the DfT to provide support for our area.
- 1.3 In July 2018 a working group was formed comprising different stakeholders including County Cycling Team officers, Sustrans and representatives from Camcycle and Cycling UK, with the British Horse Society joining a few months later.
- 1.4 It was agreed to make the LCWIP County wide and that the plan should generate a prioritised list of cycle routes for each district. The LCWIP follows the DfT recommended approach, analysing 2011 census data to identify and map out travel to work journeys of up to 10km in order to show where investing in cycle routes would give the greatest benefits in targeting people making short trips.
- 1.5 In terms of walking, the work to determine the priority network has focused on key walking trip generators such as shopping centres, employment areas, bus and railway stations, leisure and community centres, and schools within Cambridge City and the Market Towns.
- 1.6 The draft Cambridgeshire LCWIP is made up of the main document and six appendices which include maps and prioritisation matrices. The LCWIP is Appendix 1 to this report.

2. Main Issues

- 2.1 The draft Cambridgeshire LCWIP follows the policies of the Cambridgeshire and Peterborough Combined Authority Local Transport Plan (2020) which aim to:
 - Support an increased number of walking trips by establishing safe, interconnected pedestrian connections between key destinations across our cities and towns
 - Increase the number of cycling trips through establishing safe and interconnected cycling links across the region's cities, towns and settlements – will be supported by Local Walking and Cycling Infrastructure Plans to ensure that cycling and walking infrastructure investment is based on evidence and prioritised for greatest impact.
- 2.2 It has also taken into account the existing district and market town transport strategies, and will feed into future delivery plans as well as emerging district and market town transport strategies.
- 2.3 The report sets out the methodology used to select routes with the highest potential to increase the number of people cycling for short trips and how these were then prioritised. It

also sets out the selection of walking routes and the method of audit and prioritisation.

- 2.4 The methodology follows Department for Transport guidelines and leads to a focus on urban and utility trips aimed at replacing short car journeys with walking and cycling. As a consequence the more rural areas scored considerably lower but the decision to identify key routes for each district has countered this to a certain extent.
- 2.5 The LCWIP is not supposed to cover all the gaps in cycling and walking infrastructure but aims to highlight key corridors that represent value for money in terms of increasing usage, particularly in regards to cycling. The LCWIP, therefore forms one part of the County Council's aim to encourage active travel but does not consider elements such as low traffic neighbourhoods.
- 2.6 The draft LCWIP helped to identify some of the Tranche 1 and 2 Emergency Active Travel Fund measures and the success of the trial measures will have implications for the long term proposals within the document.
- 2.7 Some informal consultation has taken place over the last year with district officers, Cambridgeshire and Peterborough Combined Authority (CPCA) officers and campaign groups and this has feed into the draft report and appendices.
- 2.8 Approval is now sought to consult on the document. In particular, views on the routes identified and whether people think we the priorities are right, are welcomed. The draft document will also be presented to the CPCA Transport and Infrastructure Committee in March.
- 2.9 The intention is to undertake the consultation in the spring and following that, a further report with the results of the consultation and an updated document will be presented to this Committee.

3. Alignment with corporate priorities

3.1 A good quality of life for everyone

- The aim of the LCWIP is to increase the amount of cycling and walking which research has shown improves the health and quality of life for all.
- More people cycling and walking contributes to a healthier population, improved productivity, reduced traffic congestion, reliability of journey times and adds capacity into an already constrained road network, all of which contributes to economic wellbeing.

3.2 Thriving places for people to live

As above, increasing walking and cycling improves accessibility to employment, education and community facilities.

3.3 The best start for Cambridgeshire's children

The LCWIP prioritises cycling and walking routes to school.

3.4 Net zero carbon emissions for Cambridgeshire by 2050

- The aim of the LCWIP is to replace short car journeys with walking and cycling by identifying key corridors to improve in order to encourage active travel.
- The LCWIP identifies infrastructure improvements to facilitate an increase in cycling and walking and so works towards this target.

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

Consultation will be as inclusive as possible.

4.5 Engagement and Communications Implications

Some informal consultation has taken place and this report seeks approval to undertake a public consultation with members, stakeholders and the general public.

4.6 Localism and Local Member Involvement

Consultation will be undertaken with members at a Parish, District and County level.

4.7 Public Health Implications

The LCWIP is a method by which funding can be sought for improvements to the walking and cycling network for all of the County districts in order to increase physical activity and therefore support the County's Health and Wellbeing Strategy aims of encouraging healthy lifestyles and behaviours and creating a sustainable environment.

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: Gus de Silva

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: Andrew Preston

Have any Public Health implications been cleared by Public Health Yes

Name of Officer: Iain Green

5. Source documents

5.1 Cambridgeshire and Peterborough Combined Authority Local Transport Plan

DfT LCWIPs Technical Guidance for Local Authorities

5.2 Location

<https://cambridgeshirepeterborough-ca.gov.uk/about-us/key-documents/>

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf