

# Cambridgeshire Local Cycling and Walking Infrastructure Plan



# Cambridgeshire Local Cycling and Walking Infrastructure Plan (LCWIP)

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## Introduction

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

- double cycling, where cycling activity is measured as the estimated total number of cycle stages (a trip consists of one or more stages, for example a trip to London could be made up of 3 travel stages, cycling to the station, taking the train and walking to the destination from the London station) made each year, from 0.8 billion stages in 2013 to 1.6 billion stages in 2025, and to work towards developing the evidence base over the next year.
- increase walking activity, where walking activity is measured as the total number of walking stages per person per year, to 300 stages per person per year in 2025, and to work towards developing the evidence base over the next year.
- increase the percentage of children aged 5 to 10 that usually walk to school from 49% in 2014 to 55% in 2025.

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

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

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

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

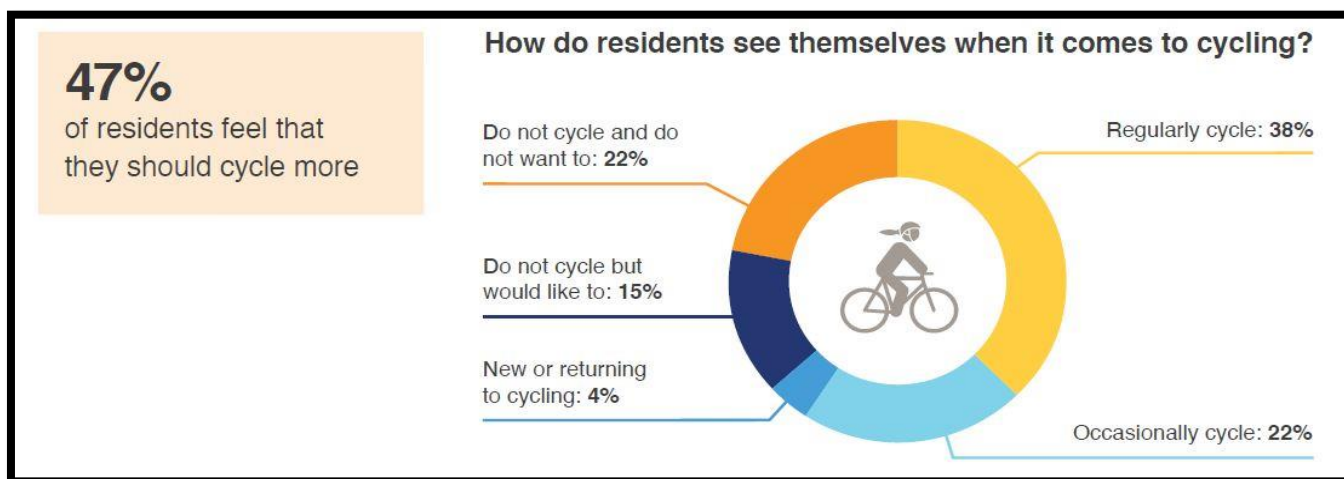
The level of growth with increases in housing and employment, particularly in Cambridge and South Cambridgeshire (Greater Cambridge), means that persuading more people out of their cars to more active travel is imperative if higher levels of air pollution are to be avoided and to ensure journey time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

The aim is to build on the already high levels of cycling in Cambridge and to spread the cycling culture out to the rest of the County whilst encouraging more walking by improving journeys in town centres and to schools and employment areas. Walking and cycling routes to transport hubs are particularly important and feature strongly in the routes proposed for improvement.

More people walking and cycling benefits the economy, health, social inclusion, air quality and well-being. Sustrans recently completed a 'Bike Life 2019' report for the Greater Cambridge area, more details of which can be found here [https://www.sustrans.org.uk/media/5949/bikelife19\\_greater-cambridge\\_web.pdf](https://www.sustrans.org.uk/media/5949/bikelife19_greater-cambridge_web.pdf) This highlighted that the current level of cycling (280,000 miles a day in the area) saves the NHS £2.4 million a year and prevents 28 early deaths a year as well as saving 18,000 tonnes of greenhouse gas emissions (the equivalent of 42,000 people taking flights from Stansted to Tenerife). Each mile benefits individuals and society 95p which adds up to an impressive £76.5 million annually from all trips cycled in the Greater Cambridge area.

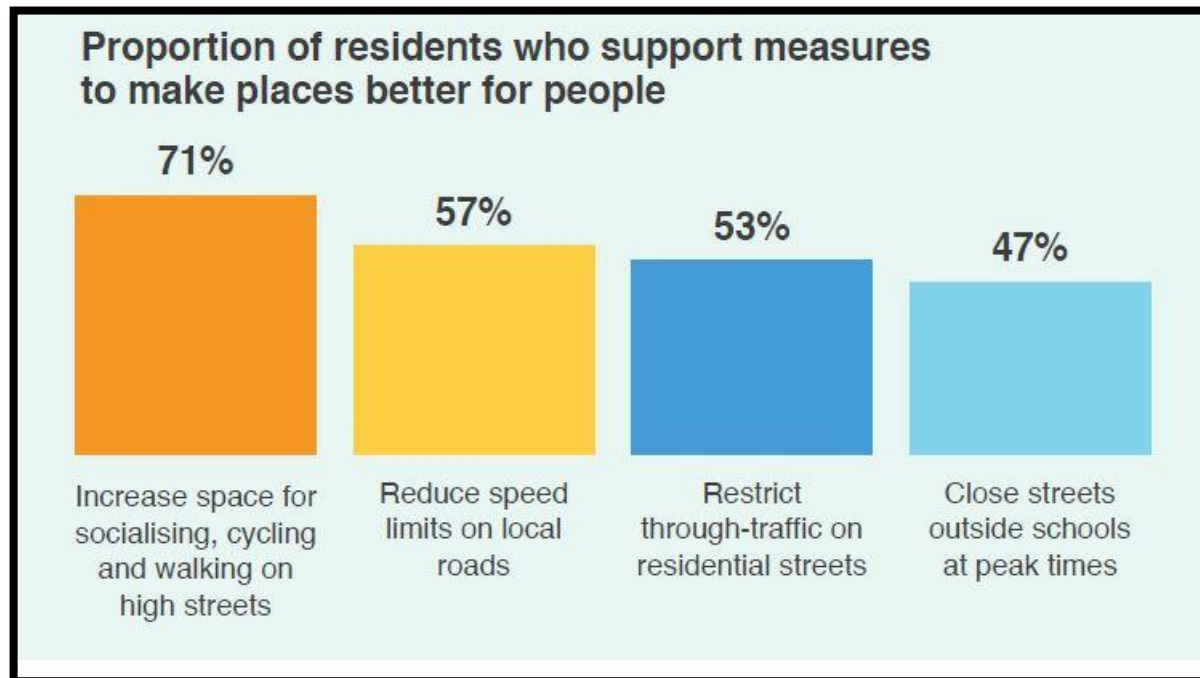
The Bike Life 2019 report survey also highlighted the capacity and appetite of residents to cycle more as set out in fig 1 below.

Fig 1



And the support for improving the streets for cycling and walking.

Fig 2



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

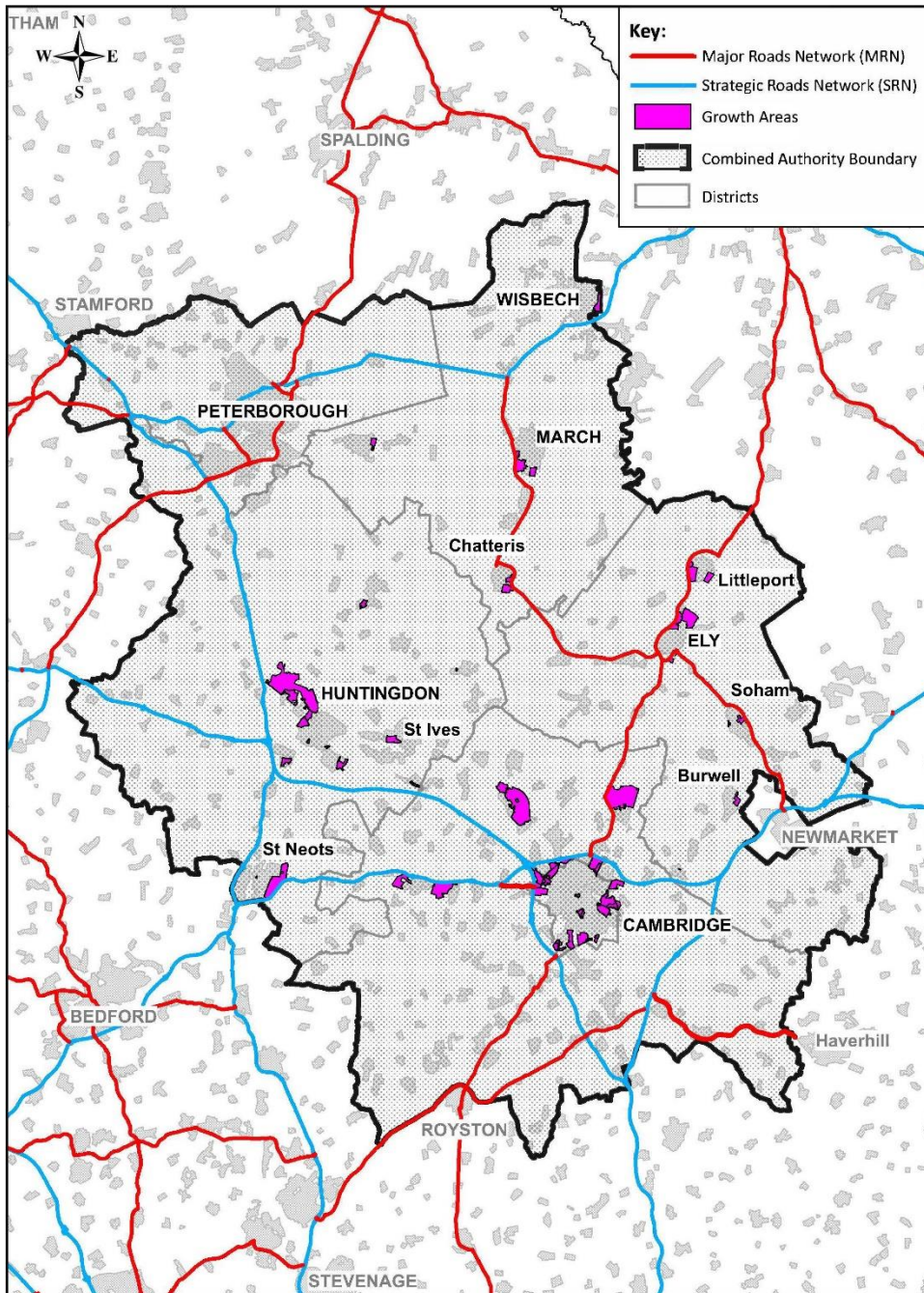




## 1. Local Context

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

Figure 3. Growth in Cambridgeshire

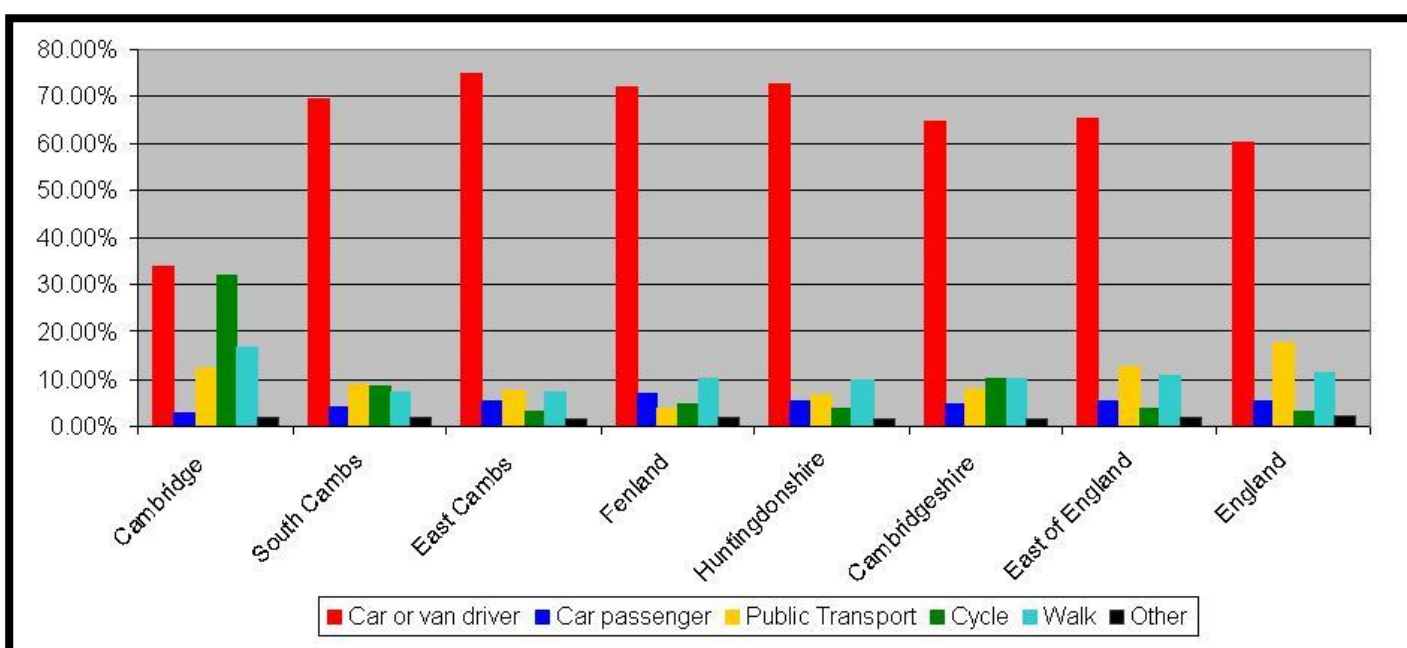


This growth will result in the region of 77,000 new homes and 68,000 new jobs by 2031 if all of the development planned is realised. Growth is predicted to be particularly high within the Greater Cambridge area with an additional 60,000 people, 33,500 new homes and 44,000 new jobs. Huntingdon is due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

Cambridge and its neighbouring areas form a globally significant high-tech & biotech cluster and the economic success of the area make it a very desirable place to live and work as well as a significant trip generator from the other regions of the county. Traffic congestion is already a problem and a significant increase in the level of walking and cycling is needed to mitigate this growth and meet the target of a reduction in traffic levels of 10-15% (based on 2011 figures) in the Greater Cambridge area.

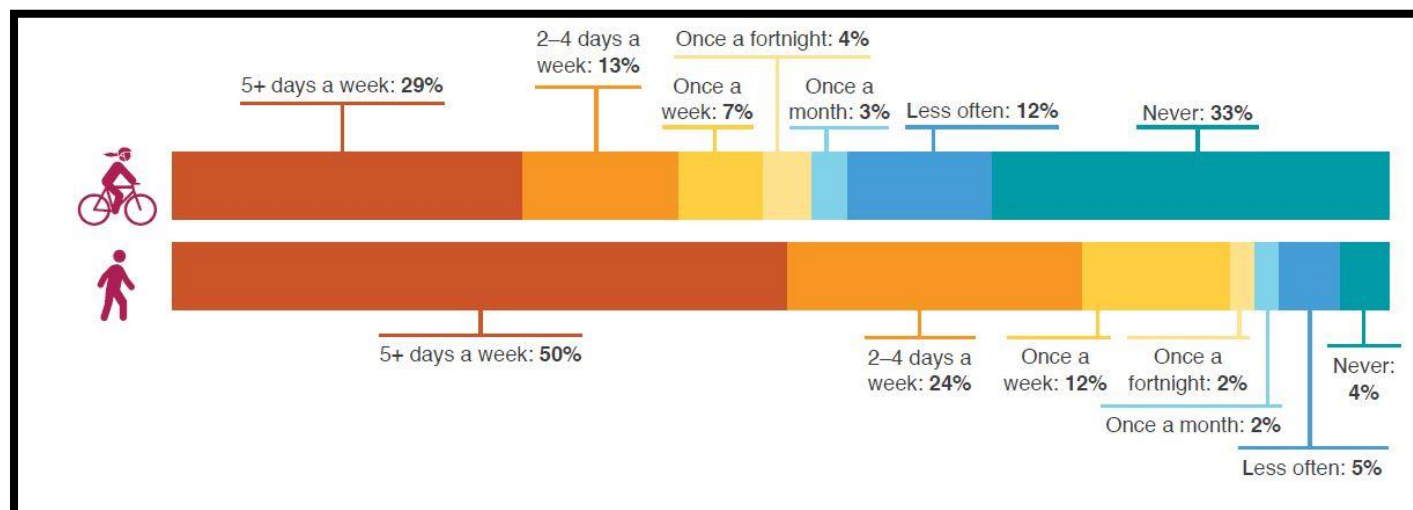
At the same time Cambridgeshire is a predominantly rural county and many of the rural areas, particularly in the north of the county, suffer from problems related to social exclusion so access to high quality cycle routes to key destinations for work, education and health care is an important part of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

*Fig 4 Travel to Work 2011 Census*



As demonstrated in the graph above, the number of people travelling by cycle in Cambridge compared to other forms of transport is significantly higher than the rest of the UK. The 2011 Census data showed that travel to work by cycle in Cambridge was at 32%, an increase of over 12% since 2001 which is replicated in the 2018 Active Travel Survey showing 30.6% of residents cycling at least five times a week. The Cambridge cycling phenomenon is spreading to South Cambridgeshire with 8.5% of residents cycling to work, again an increase of 12% since the last census and reflected in the Active Travel Survey showing 9% of residents cycling at least five times a week. This is borne out by results of the Bike Life 2019 survey for Greater Cambridge as set out below.

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



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

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

With regard to walking levels the whole County had an increase in journeys to work on foot of between 9-14% according to the Census figures, with Fenland increasing to 10.3%. However, the Active Travel Survey 2018 showed that Fenland had a relatively low level of walking nationally whilst Cambridge had amongst the highest levels with a third of residents walking five times a week.

## 2. Policy

*‘More people cycling and walking more safely more often’*

The directly-elected Mayor and the Cambridgeshire and Peterborough Combined Authority (CPCA) hold strategic powers and are the Local Transport Authority for the Cambridgeshire and Peterborough area. The



Mayor sets the overall transport strategy for Cambridgeshire and Peterborough and is responsible for the CPCA Local Transport Plan which was approved by the CPCA board in January 2020. Included in the Local Transport Plan are the objectives to:

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

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

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

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

This document has 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.

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

### 3. LCWIP Cycling



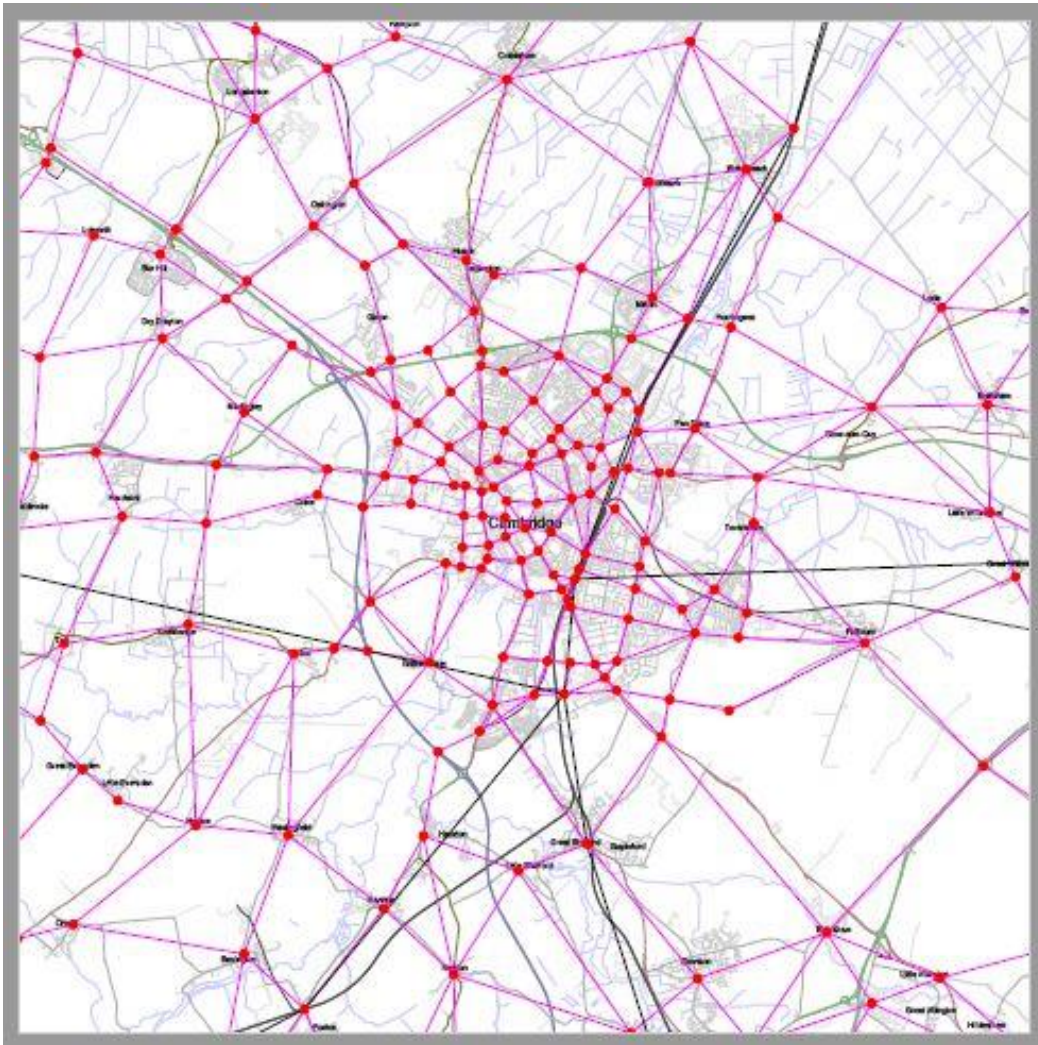
#### 3.1 Methodology

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

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

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

Fig 6 node map with links for the Cambridge area:



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

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



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

*Fig 7: Cambridge and South Cambridgeshire*

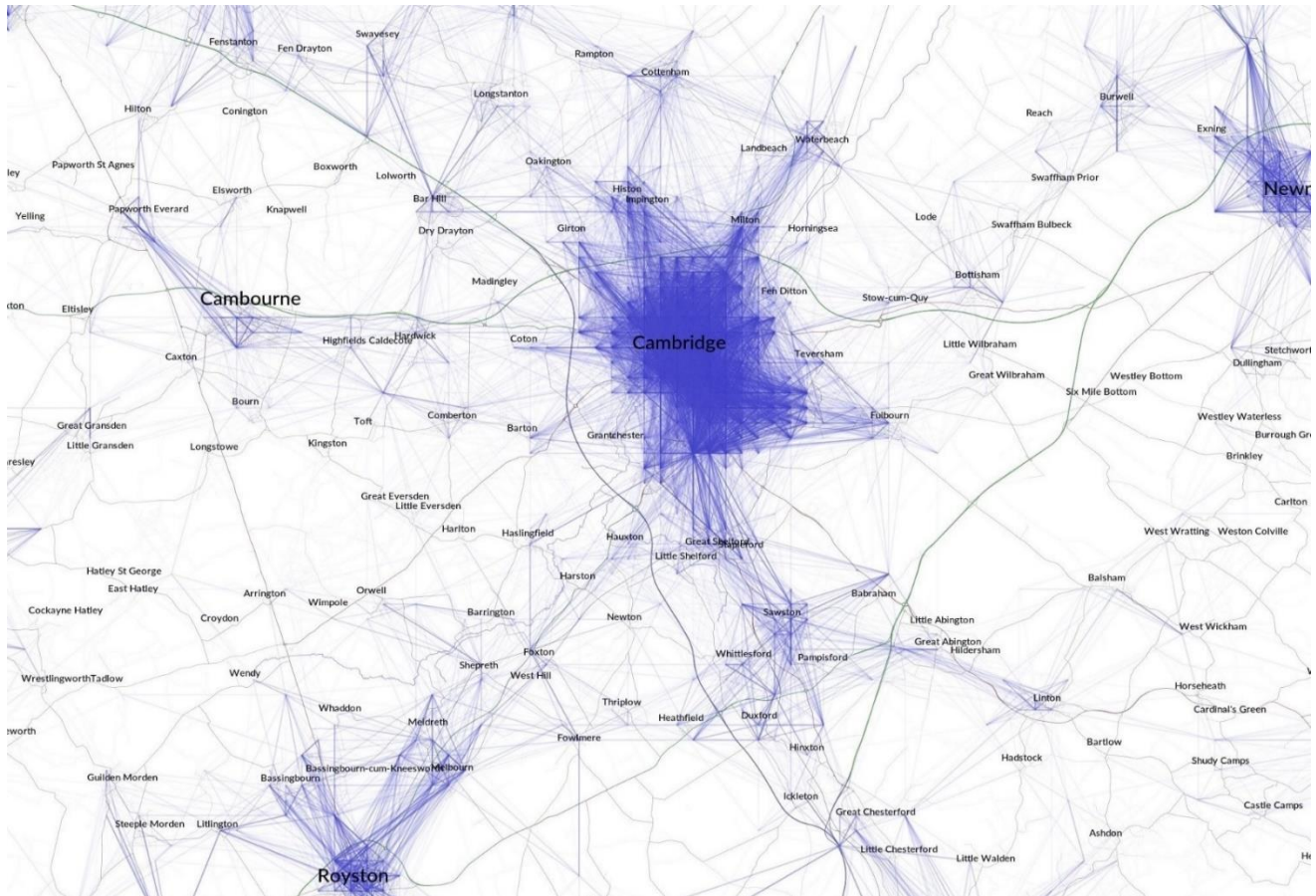


Fig 8: East Cambridgeshire

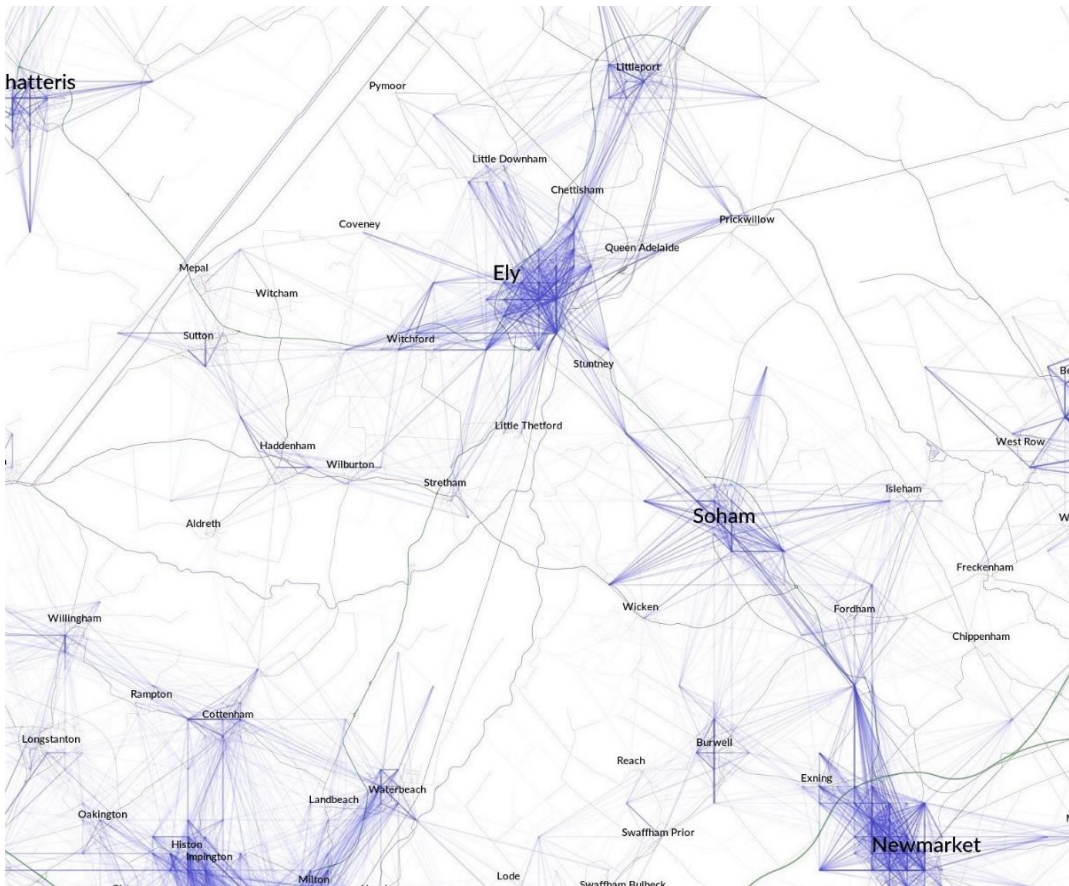


Fig 9: Huntingdonshire

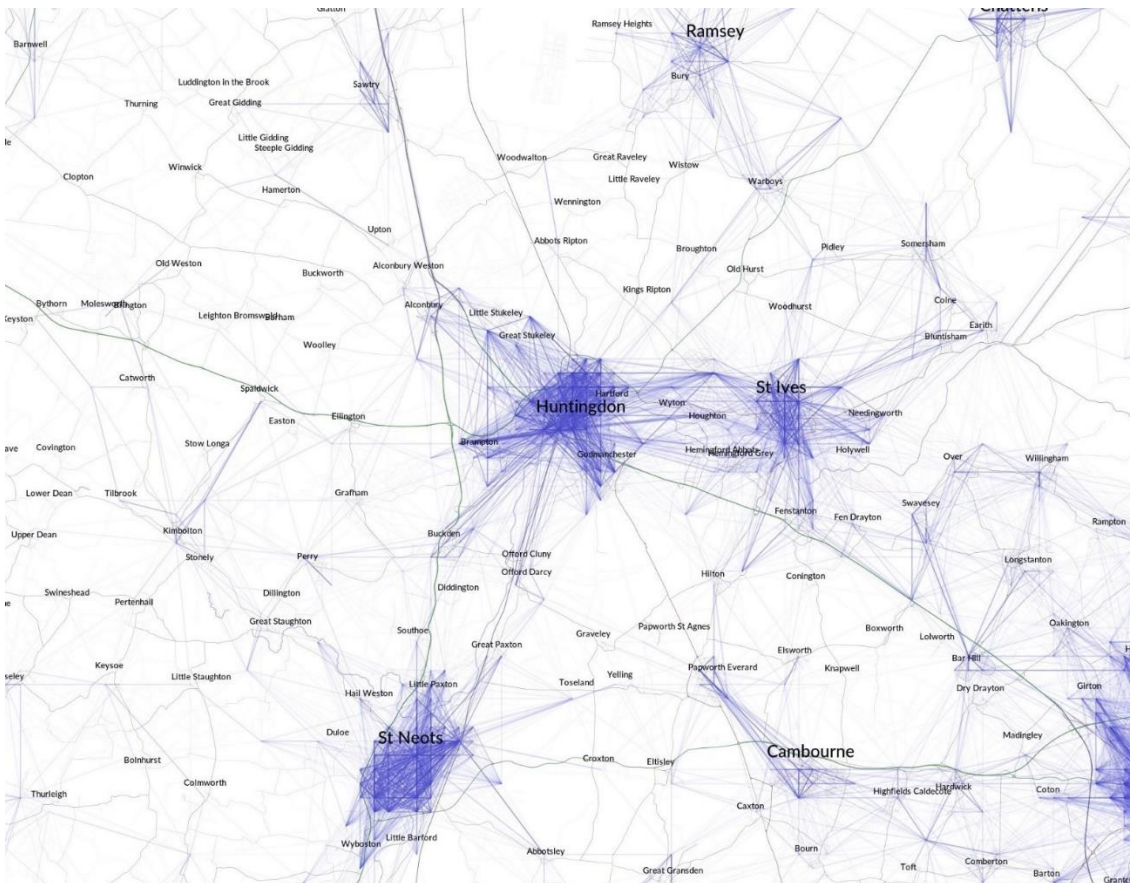
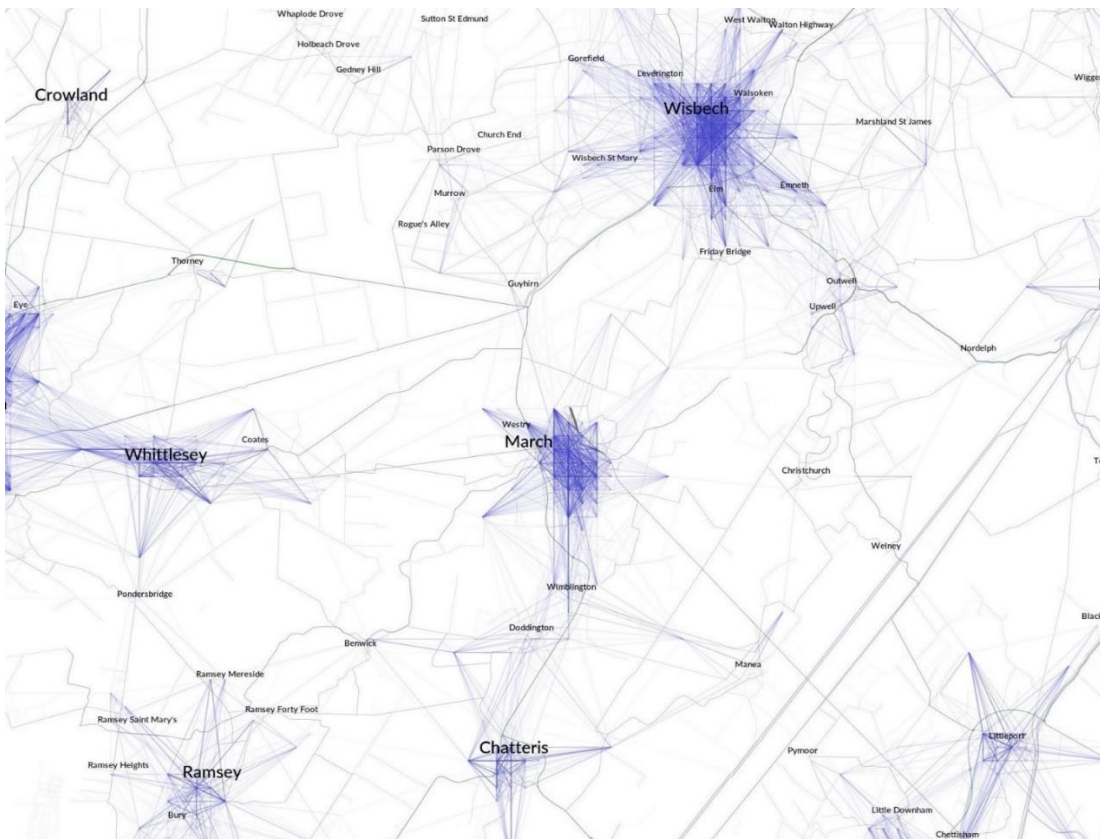




Fig 10: Fenland



In order to future proof our analysis we also factored in future growth (as set out in fig. 1) and so took into account the planned developments in the County. In doing so an assumption was made that there would be 2.4 people per dwelling and that 70% of those people would commute to work (based on the 2011 census).

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

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

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

These links were then translated into routes. To this list were then added some additional routes which were felt to be important gaps in the network which had been identified through other means such as the CPCA LTP, Cambridgeshire County Council's Transport Investment Plan process, Area Action Plans district Local Plans, and associated Supplementary Planning Documents.

The Greenway routes, proposed by the Greater Cambridge Partnership, which span from South Cambridgeshire into Cambridge were added. Sections of these routes were highlighted by the process as set out above but we felt it was easier to keep these routes separate given the work already undertaken. These Greenway routes currently consist of a mixture of existing, but often substandard, infrastructure and gaps in the network and aim to improve commuter connections from the necklace villages around Cambridge into the city as well as to the village colleges/secondary schools. Undertaking feasibility work on the routes has been funded by the Greater Cambridge Partnership and they have been consulted on from a very early stage with stakeholders and local residents inputting into the options for each route. Consultation has shown high levels of support for the individual routes which have all been costed and prioritised.

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

### **3.2. Cycle Infrastructure Improvements**

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

For design we will refer to current guidance, especially the Department for Transport's LTN 1/20 Cycle Infrastructure Design (DfT) and 'Gear Change' document (2020), as well as considering the Sustrans Handbook for Cycle Friendly Design and LTN 1/12 Shared Use Routes for Pedestrians and Cyclists. The emerging GCP NMU Policy Framework usefully references guidance documents for all non-motorised users including horse riders, pedestrians, wheelchair users and mobility scooter users all of whom need to be considered when designing cycle routes. In rural and semi-rural areas it will be particularly important to provide for equestrians. Acknowledging the constraints of land, landscape, heritage, drainage and local

priorities our proposals will aim to meet the standards set out in the guidance with an ambition to exceed the standards where possible particularly where there are forecast to be high levels of usage.

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

In Cambridge the Greater Cambridge Partnership, a partnership of Cambridgeshire County Council, Cambridge City Council, South Cambridgeshire District Council and the University of Cambridge, is looking at methods of reducing motor vehicular traffic within the city, particularly the central area, and a review of bus routing which may provide the opportunity to make improvements in the constrained city centre streets for both cycling and walking as well as increase the safety of major junctions in the city.

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

### 3.3. Prioritisation

Using Cambridgeshire County Council's criteria for prioritising cycling schemes (Cambridge Area Cycleways Programme – Prioritisation Process April 2006) and the example prioritisation table within the Department for Transport LCWIP technical guidance as a basis, we developed the following prioritisation criteria for our cycling schemes as shown in figure 11 below:

Fig 11:

ECONOMY				
Criteria	Score 0	Score 1	Score 2	Score 3
Value score - Based on distance and number of additional cyclists	0-0.1	0.1 – 0.5	0.5 - 1	>1

Partial funding available	No	Yes		
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EFFECTIVENESS				
Criteria	Score 0	Score 1	Score 2	Score 3
Forecast increase in cycling trips	<100 cyclists/day (one way trips)	100-200	200-500	>500
Improvements in road safety	No improvements	Smaller improvement such as improved lighting, signage etc.	Medium actions such as improved crossings, segregation etc.	Significant actions to improve safety where existing road safety issues have been identified

POLICY				
Criteria	Score 0	Score 1	Score 2	Score 3
Improved transport connections	No improvements	Would provide part of a journey to a transport interchange	Scheme covers majority of journey to a transport interchange	Links to key transport interchanges
Provides a route to school	No	Would provide part of the journey to school	Scheme covers majority of journey to school	Scheme provides key link to school

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

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

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

The Greenways, as a Greater Cambridge Partnership project, used a slightly different set of criteria as set out in figure 12 below.



Fig 12:

Cost Benefit Analysis		Stakeholder Support		Strategic Fit	
BCR = 1.5 +	3	Well supported	3	Significant	3
BCR = 1 - 1.49	2	Limited support	2	Some	2
BCR = 0 - 0.99	1	Unknown	1	None	1

Deliverability:Landowner negotiation & statutory processes expected to be:		Current Provision	
Minimal	3	No alternative currently available	3
Unknown/Potentially significant	2	Poor alternative currently available	2
Extensive	1	Good alternative currently available	1

The Greenway routes in order of priority are set out in figure 13 overleaf. More detail on all of the Greenways can be found here [Greater Cambridge Greenways - Greater Cambridge Partnership](#)

Fig 13:

CRITERIA BASED ASSESSMENT MODEL FOR PRIORITISING GREENWAYS											
	<b>Economic case</b>		<b>Stakeholder support</b>		<b>Strategic fit</b>		<b>Current provision</b>		<b>Deliverability</b>		
Weighting	<b>x 5</b>		<b>x 4</b>		<b>x 6</b>		<b>x 2</b>		<b>x 3</b>		
<b>LOCATION</b>	Scoring	Priority	Scoring	Priority	Scoring	Priority	Scoring	Priority	Scoring	Priority	Overall Score
<b>WATERBEACH</b>	3	HIGH PRIORITY	3	HIGH PRIORITY	3	HIGH PRIORITY	2	MEDIUM PRIORITY	2	MEDIUM PRIORITY	55
<b>FULBOURN</b>	3	HIGH PRIORITY	2	MEDIUM PRIORITY	3	HIGH PRIORITY	2	MEDIUM PRIORITY	3	HIGH PRIORITY	54
<b>MELBOURN</b>	2	MEDIUM PRIORITY	3	HIGH PRIORITY	3	HIGH PRIORITY	2	MEDIUM PRIORITY	3	HIGH PRIORITY	53
<b>ST IVES</b>	3	HIGH PRIORITY	2	MEDIUM PRIORITY	3	HIGH PRIORITY	1	LOW PRIORITY	3	HIGH PRIORITY	52
<b>COMBERTON</b>	1	LOW PRIORITY	3	HIGH PRIORITY	3	HIGH PRIORITY	3	HIGH PRIORITY	2	MEDIUM PRIORITY	47
<b>LINTON</b>	2	MEDIUM PRIORITY	2	MEDIUM PRIORITY	3	HIGH PRIORITY	2	MEDIUM PRIORITY	2	MEDIUM PRIORITY	46
<b>SAWSTON</b>	2	MEDIUM PRIORITY	2	MEDIUM PRIORITY	3	HIGH PRIORITY	1	LOW PRIORITY	2	MEDIUM PRIORITY	44
<b>HASLINGFIELD</b>	3	HIGH PRIORITY	1	LOW PRIORITY	2	MEDIUM PRIORITY	2	MEDIUM PRIORITY	2	MEDIUM PRIORITY	41
<b>BARTON</b>	2	MEDIUM PRIORITY	3	HIGH PRIORITY	1	LOW PRIORITY	1	LOW PRIORITY	2	MEDIUM PRIORITY	36
<b>SWAFFHAMS</b>	1	LOW PRIORITY	2	MEDIUM PRIORITY	2	MEDIUM PRIORITY	2	MEDIUM PRIORITY	2	MEDIUM PRIORITY	35
<b>BOTTISHAM</b>	1	LOW PRIORITY	2	MEDIUM PRIORITY	2	MEDIUM PRIORITY	1	LOW PRIORITY	2	MEDIUM PRIORITY	33
<b>HORNINGSEA</b>	1	LOW PRIORITY	2	MEDIUM PRIORITY	1	LOW PRIORITY	2	MEDIUM PRIORITY	2	MEDIUM PRIORITY	29

Maps showing the top prioritised routes for each district can be found in **Appendix 3**.

## 4. LCWIP Walking



### 4.1 Methodology

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

For each location we have identified a core walking zone as set out in the Department for Transport LCWIP Technical Guidance. The core walking zone consists of a number of walking trip generators located close together and is generally the town centre area. We have included shopping areas, transport hubs, business parks/employment areas, schools, leisure centres and community buildings as trip generators outside the core walking zone and mapped the main walking routes to these. We have used the Cambridgeshire County Highways footway maintenance hierarchy classification to inform choice of routes to include those footways which are in the top four categories. The core walking zone includes most of the footways which are in category 1.

The County Council's Market Town Transport Strategies and emerging District Transport Strategies have identified priorities for improvements for walking and these have fed through into the County Council's Transport Investment Plan (TIP) which is reviewed and updated every year. These identified schemes also inform this walking plan. Many of the routes are also priorities for cycle improvements. Maps setting out the proposed priority walking routes and core zones can be found in **Appendix 4**, they also highlight those routes which are both walking and cycling priorities.

The aim is to encourage more people to walk when making short journeys and we hope to do this by focusing on the identified streets and core walking zones to make them pleasant and attractive places to be with the

implementation of the following types of improvements, again using the Healthy Streets approach as a guide:

- 20mph speed limit within the Core Walking Zones and residential areas
- Widening footways to 2m, wider in the city/town centres or on routes to school where space allows.
- Lighting improvements
- Resurfacing
- Signage/wayfinding
- Removal of any barriers that cause an obstacle to pedestrian movements, particularly for those with disabilities
- Levelling any footway with a steep camber where possible in order to make it usable for those in a wheelchair or with mobility problems.
- Addition of crossings where needed
- Dropped kerbs and tactile paving at all crossing points
- Narrowing side roads junctions to reduce vehicle speeds and implement priority style treatment where appropriate - see fig. 14 below as an example of what this can look like.
- Seating
- Improvements to the public realm such as additional planting where possible
- Consideration of limiting motor vehicle through traffic where appropriate

Fig. 14



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

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

## 4.2 Prioritisation

Once identified the walking routes were then audited (*by Sustrans*) and scored using the Walking Route Audit Tool, which can be found in **Appendix 5**. These audits then fed into a prioritisation matrix for Cambridge and each of the Market Towns based on the one used for cycling schemes. Figure 15 below sets out the criteria:

Fig 15:

WALKING ROUTE AUDIT				
Criteria	Score 0	Score 1	Score 2	Score 3
Score based on attractiveness, comfort, directness safety and coherence	≥ 30	25 - 29	20 - 24	0-19



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

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

DELIVERABILITY				
Criteria	Score 0	Score 1	Score 2	Score 3
Scheme feasibility or deliverability	Land ownership, political opposition or other issue	Scheme relies on verge use and road space reallocation to	Scheme relies on minor road space reallocation	No evident issues.

	unlikely to be overcome	improve footway width or provide crossing likely to delay the scheme		
Environmental constraints	Significant environmental constraints (water/tree removal)	Vegetation clearance and full verge removal	Limited vegetation clearance or minor verge removal	No environmental constraints

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

The prioritisation matrices for Cambridge, Cambourne and the Market Towns can be found in **Appendix 6** of the report.

### 4.3 Cambridge

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

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

The Core Scheme has been a phased project over the last 25 years which has restricted motor vehicles usage in some key city centre streets, initially with the use of rising bollards and more recently with camera

enforcement. The Greater Cambridge Partnership City Access project aims to reduce vehicular traffic in Cambridge, particularly the central area and this should provide the opportunity to enhance the public realm for the benefit of those travelling on foot or by cycle.

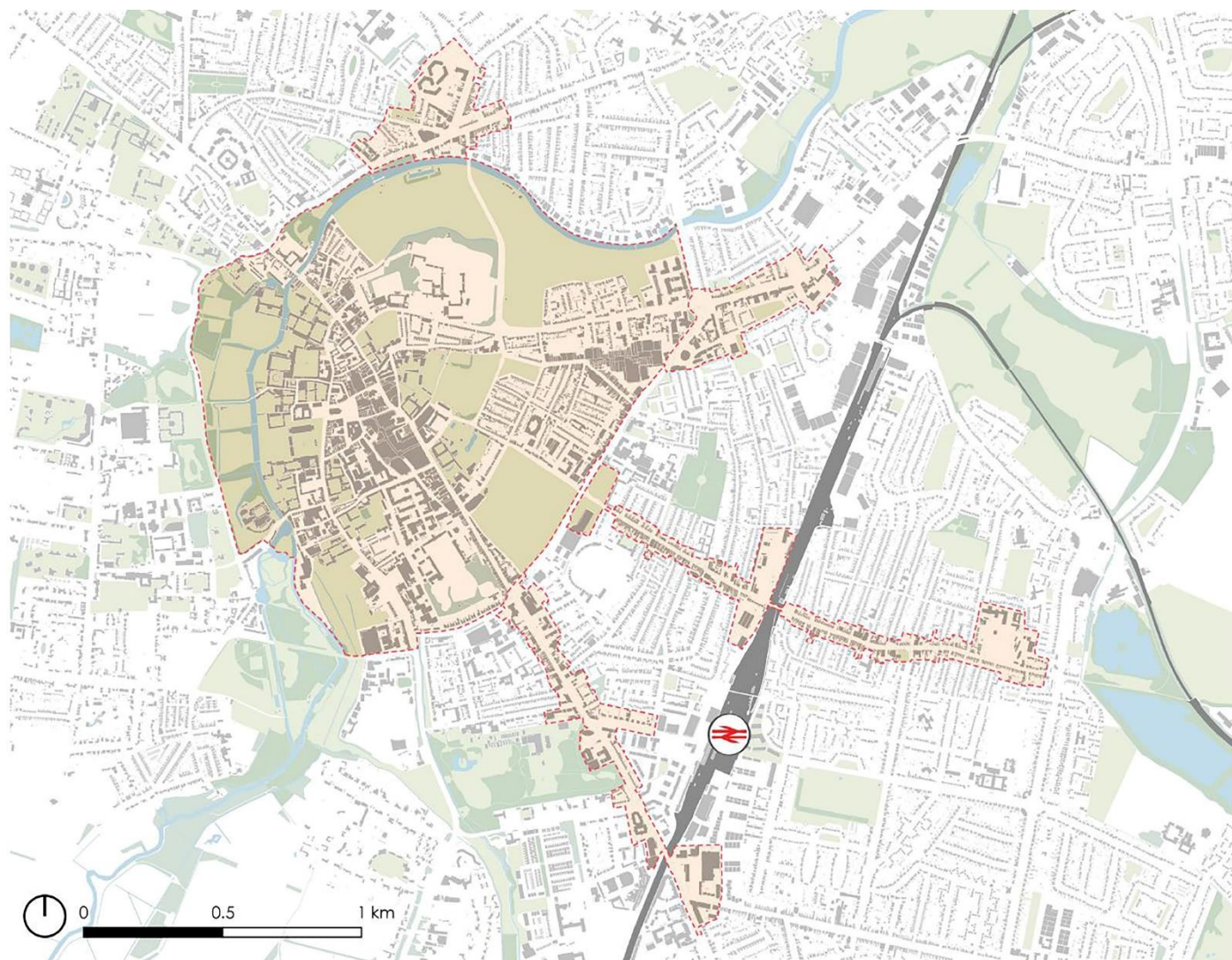
Cambridge City Council have been working on planning guidance for the city centre called 'Making Space for People' currently in draft form. It covers the central area as well as Hills Road to the Station and beyond to Cambridge Leisure, Mill Road and the Eastern Gateway area (see figure 15 below). The document highlights the need to reduce the dominance of motor vehicles in this area and the baseline report identified the following key issues for people walking:

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

The area covered by the 'Making Space for People' guidance (see figure 15) is a priority for pedestrian movement and all of the key streets fall within category 1a - 2 of Cambridgeshire County Council Highways Footway Maintenance Hierarchy as well as key off-road paths.

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

Fig 15: Making Space for People Area



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

## 5. Summary and conclusion

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

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

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

The LCWIP forms part of the continuing work to increase the level of walking and cycling throughout Cambridgeshire. As set out in the Department for Transport guidance it identifies key arterial routes based on origin – destination data in order to replace short car journeys with walking and cycling as the mode of travel of choice, and will help to form the basis for future funding bids. The LCWIP is not a static document and will be reviewed and updated as work such as the Market Town strategies, High Street funding bids and Prospectuses for Growth progress and circumstances change.



