

**Public**  
**Key Decision - Yes**

## **HUNTINGDONSHIRE DISTRICT COUNCIL**

**Title/Subject Matter:** Consultation on the Draft Cambridgeshire Local Cycling and Walking Infrastructure Plan

**Meeting/Date:** Cabinet – 15th July 2021

**Executive Portfolio:** Executive Councillor for Strategic Planning

**Report by:** Strategic Growth Manager

**Ward(s) affected:** All Wards

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### **Executive Summary:**

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.

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.

In July 2018 CCC established a working group 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.

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.

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 larger Market Towns.

The draft Cambridgeshire LCWIP is made up of the main document and six appendices which include maps and prioritisation matrices.

This report sets out details of the draft Local Cycling and Walking Infrastructure Plan (LCWIP) that Cambridgeshire County Council (CCC) is consulting on. Members are asked to consider the draft LCWIP and the routes it proposes to prioritise.

The benefits of cycling and walking are well known and in the current climate it is even more important than ever before to encourage people to switch to non-motorised travel modes. The draft LCWIP is a useful strategy, highlighting priority infrastructure improvements that will have the most impact on improving cycling and walking. It supports the Council's aim of increasing walking and cycling in the District.

This is a draft document and, if supported, will be incorporated by CCC into other strategies and used to secure funding for improvements listed.

One of the key areas of concern is that the draft LCWIP does not include any route improvements in Ramsey. Whilst this is considered to be due to the methodology and not by design, it is hoped this will be reviewed and there will be consideration of what may be done locally to support a modal shift in the Ramsey area.

The overall benefit of the LCWIP as drafted is that it highlights key improvements to the cycling and walking network that will help to bring about with increased opportunities to access funding and deliver health and well-being benefits and help to address social exclusion.

**Recommendation(s):**

The Cabinet endorse:

1. The walking and cycling routes prioritised within Huntingdonshire and agree the Council's response to the LCWIP consultation at Appendix 1.
2. Continued engagement with CCC to influence the inclusion of Ramsey in successor cycling and walking infrastructure plans.

## **1. PURPOSE OF THE REPORT**

- 1.1 Cambridgeshire County Council (CCC) is consulting on the first Local Cycling and Walking Infrastructure Plan (LCWIP) for the county and a response on behalf of Huntingdonshire District Council (HDC) is set out at Appendix 1 to this report.

## **2. BACKGROUND**

- 2.1 The aim of LCWIPs is to work towards achieving the Government's ambition in England that by 2040 cycling or walking should be the natural choice for all short journeys or part of a longer journey. The LCWIP is a county wide plan that includes a prioritised list of cycling and walking routes for each district. CCC is seeking views on the routes identified and whether people think it has the right priorities. CCC states that:

*'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.'*

It is, therefore, important that the District Council's priorities for cycling and walking are reflected in the LCWIP. It can have direct impact on the ability to deliver health and well-being outcomes for the area and support elements of the Covid-19 recovery programme. It also follows the policies of the Cambridgeshire and Peterborough Combined Authority Local Transport Plan (2020) relating to increasing walking and cycling.

- 2.2 CCC states, in a report to its Highways and Transport Committee held on 19<sup>th</sup> January 2021, that:

*'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.'*

*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.'*

- 2.3 The draft LCWIP includes detail on the prioritised cycle routes and how these were scored (see Appendices 1 and 2 to this report).

## **3. ANALYSIS**

- 3.1 The draft LCWIP includes a list of priorities for Huntingdonshire (see Appendices 2 and 3 of the LCWIP). It includes 16 cycling routes for the district, of which ten have been prioritised, and maps of prioritised walking routes in Huntingdon, St Ives and St Neots.

- 3.2 Overall, the options appear to reflect sensibly where improvements are likely to make a notable difference in the ability of walkers and cyclists to travel between key employment, school, leisure and shopping destinations and favours routes to schools.
- 3.3 This iteration does not include any improvements at Ramsey. This is due to the methodology followed, in line with DfT guidelines, which uses national census data relating to existing journeys to work using usual residence and place of work details. This enabled nodes and links between these to be identified. A map showing these nodes and linkages is included in the report. It shows Ramsey has having far less nodes and linkages at present. A 'propensity to cycle' tool (PtCT) was used, which looked at trips based on the distance people would realistically cycle. PtCT, as a result of the methodology, favours urban areas and main corridors that pick-up people along the way. Therefore, as Ramsey is more rural, it shows as having a lower propensity to cycle (PtCT).
- 3.4 Walking was assessed differently, by identifying a core walking zone for each location and mapping the main walking routes to these. It has used the footway highway maintenance hierarchy classification in identifying routes. Cross referencing to CCC's other strategies also took place, including Market Town Transport Strategies. Some schemes are identified for Ramsey and so it is a missed opportunity to highlight these. Other opportunities to address cycling and walking within Ramsey may be available such as through the Transport Investment Plan (TIP), Market Town Transport Strategies and emerging Huntingdonshire Transport Strategy. It also worth noting that, as the town grows and other schemes in the LCWIP are delivered, schemes within Ramsey may later become prioritised and included in future versions of the LCWIP.
- 3.5 Some points of concern to note include:
- Lack of mention of Ramsey, despite areas in the north of the county being acknowledged as having greater social exclusion and deprivation, where access to good cycling and walking options could make a difference to peoples' lives.
  - Justification for the exclusion of Ramsey has not been provided, despite significant growth planned through the Huntingdonshire Local Plan 2018 -2036 that would see the size of the town increase to a level similar to Chatteris at present, which is included.
  - Although just outside the standard 10km considered the maximum distance most people would be willing to cycle, due to the greater challenges to the north of the District, should links to nearby settlements including Yaxley (and on to Peterborough), Whittlesey and Chatteris have been considered?
  - Clarification on what leisure destinations have been included and why; e.g. it is unclear if country parks have been included.
  - St Ives bus station has not been included on the map as a node, although it is within the town centre area.
- 3.6 Having a draft list has already been useful, for example, in proposing improvements under the Active Travel Fund introduced by Government to

encourage people to travel by foot or cycle to minimise the spread of Covid-19.

- 3.7 The list includes schemes between Buckden and Huntingdon and it is worth noting that Buckden has produced its own LCWIP that this document will complement.

#### **4. COMMENTS OF OVERVIEW & SCRUTINY**

- 4.1 The comments of the relevant Overview and Scrutiny Panel will be circulated ahead of the Cabinet meeting.

#### **5. KEY IMPACTS / RISKS**

- 5.1 Having an agreed list of priorities for walking and cycling route improvements through the LCWIP will aid CCC in future bids for funds and budgeting to deliver schemes. It has already proved a useful tool in terms of the response to Covid-19. Not having an LCWIP reduces access to funds for improvements. By commenting on the draft LCWIP and its priorities the Council increases the likelihood that it will be agreed by CCC and used in future plans and strategies.

#### **6. WHAT ACTIONS WILL BE TAKEN/TIMETABLE FOR IMPLEMENTATION**

- 6.1 The consultation on the Draft LCWIP is to run to the 13<sup>th</sup> July 2021. Following Cabinet, officers will respond to the consultation within the consultation period, with the letter set out at Appendix 1 if the recommendation is approved.
- 6.2 CCC will then report the results of the consultation to its Highways and Transport Committee (correct at time of writing) and an updated document will be presented to it.
- 6.3 Government guidance on LCWIPs states that it is '*envisaged that the LCWIP will need to be reviewed and updated approximately every four to five years to reflect progress made with implementation. LCWIPs should also be updated if there are significant changes in local circumstances, such as the publication of new policies or strategies, major new development sites, or new sources of funding.*' The document now being consulted on states that '*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.*'

#### **7. LINK TO THE CORPORATE PLAN, STRATEGIC PRIORITIES AND/OR CORPORATE OBJECTIVES**

- 7.1 This helps to deliver across several of the Council's priorities for 2018 - 2022 but specifically:
- Support development of infrastructure to enable growth.

- Improving the quality of the environment, by including infrastructure that supports people to walk and cycle.

7.2 The LCWIP supports the Council's Covid-19 Recovery programme, which includes measures to increase connectivity by non-motorised modes.

## **8. LEGAL IMPLICATIONS**

8.1 None at present.

## **9. RESOURCE IMPLICATIONS**

9.1 None at present, however, the publication of an LCWIP covering the District will potentially aid with bids for funding the priority schemes listed.

## **10. HEALTH IMPLICATIONS**

10.1 The LCWIP is a method by which funding can be sought for improvements to the walking and cycling network for all the County districts in order to increase physical activity and, therefore, supports encouragement of healthy lifestyles and behaviours and creating a sustainable environment including reducing green gas emissions.

## **11. OTHER IMPLICATIONS**

11.1 Government guidance on embedding LCWIPs advises that there should be a clear link between LCWIPs and other strategic transport planning documents. It advises incorporating LCWIPs into supplementary planning guidance '*where this would build on the policies of the Local Plan. Local Authorities may also wish to refer to LCWIPs in Area Action Plans and Neighbourhood Plans.*' This is something that can be considered in any future Local Plan review and as and when Neighbourhood Plans are proposed.

## **12. REASONS FOR THE RECOMMENDED DECISIONS**

12.1 The LCWIP links to the Council's Covid-19 Recovery Programme to enhance connectivity through active travel. Access to high quality cycle routes to key destinations for work, education and health care will help to address social exclusion in parts of the District. Furthermore, by increasing modal share and spreading the culture of cycling out to the districts will help mitigate growth and improve health outcomes for residents in the District.

12.2 The priorities listed have been reached using recognised methods and census data. 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.

12.3 Although supportive overall of the document it is disappointing that no cycling or walking priorities have been listed for Ramsey. In relation to walking, Ramsey has not been included in the market towns considered

when all other market towns and Cambourne have been included. This does not seem to consider planned growth at Ramsey or neighbouring Bury. Noting the points at paragraphs 3.3 -3.5, it is suggested that in the response CCC be asked to reconsider the exclusion of Ramsey and whether any schemes could be included using the PtC tool and walking methodology. The District Council would welcome the opportunity to continue to work with CCC to implement the LCWIP and to ensure that opportunities are consistently identified through other transport strategies and policies, the Council's own work, and with Ramsey Town Council to influence successor documents. The response could include a list of projects identified elsewhere previously, such as in the CCC Transport Investment Plan and the Huntingdonshire Infrastructure Delivery Plan and emerging Neighbourhood Plans, and request that these be considered through the LCWIP process prior to the document being finalised.

## **LIST OF APPENDICES INCLUDED**

Appendix 1 – Response on Behalf of Huntingdonshire District Council

## **BACKGROUND PAPERS**

Draft LCWIP [https://consultcambs.uk.engagementhq.com/ccc-local-cycling-and-walking-infrastructure-plan-consultation-2021?tool=survey\\_tool#tool\\_tab](https://consultcambs.uk.engagementhq.com/ccc-local-cycling-and-walking-infrastructure-plan-consultation-2021?tool=survey_tool#tool_tab)

Cambridgeshire and Peterborough Combined Authority Local Transport Plan [Local Transport Plan | Cambridgeshire & Peterborough Combined Authority \(cambridgeshirepeterborough-ca.gov.uk\)](http://www.cambridgeshirepeterborough-ca.gov.uk)

DfT LCWIPs Technical Guidance for Local Authorities [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/908535/cycling-walking-infrastructure-technical-guidance-document.pdf)

## **CONTACT OFFICER**

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## **Appendix 1 – Response on Behalf of Huntingdonshire District Council**

FAO Miss Clare Rankin  
Cambridgeshire County Council

Sent by email to: [transport.delivery@cambridgeshire.gov.uk](mailto:transport.delivery@cambridgeshire.gov.uk)

### **Re. Cambridgeshire Local Cycling and Walking Infrastructure Plan Consultation**

Dear Miss Rankin,

I am writing on behalf of Huntingdonshire District Council (HDC) in response to Cambridgeshire County Council's (CCC) consultation, running until 13<sup>th</sup> July 2021 in relation to the proposed Cambridgeshire Local Cycling and Walking Infrastructure Plan (LCWIP). This matter was considered by Cabinet Members at their meeting on the 15<sup>th</sup> July as agreed with CCC.

Generally, the Council is very supportive and agrees with the routes prioritised. Responses on behalf of HDC to the survey questions can be found at the end of this letter.

The prioritisation of walking and cycling routes is welcomed; and links well to HDC's Corporate Plan objectives. The LCWIP will support a holistic package of measures, including Active Lifestyles and CCC's public health work. The Council is also pleased that the draft document has proven useful in considering priorities for funding through the Covid-19 Active Travel Fund. This highlighted that the document will be useful in developing future policies and strategies and enables the councils to respond quickly to funding opportunities as they arise.

The Council has a number of questions regarding elements of the methodology:

- a) It is unclear from the document whether links referred to between railway stations are cycle and walking links – If not it is unclear how these aid planning for walking and cycling.
- b) It is noted that, although the Propensity to Cycle tool does not highlight much activity in the Ramsey area, there is scope to make improvements there as part of wider transport strategy, and note potential links to reducing social deprivation and improve health etc.
- c) Does the mapping re. leisure centres include country parks and recreation sites? If not, this is considered a missed opportunity.
- d) What are the routes identified to be improved based on Healthy Streets principles?
- e) St Ives bus station has not been included on the map as a node, although it is within the town centre area.
- f) The walking map for St Ives (LCWIP Appendix 4) show a train station at the St Ives Park and Ride serving the Cambridgeshire Guided Busway. Has it been considered as a train station?

HDC request's that schemes identified previously for the Ramsey area are reviewed and considered under the LCWIP methods. The Council would welcome the opportunity to continue to collaborate with CCC on this.

The Council is pleased to note that the LCWIP acknowledges that horse riders, pedestrians, wheelchair users and mobility scooter users all need to be considered when designing cycle routes.

The Council looks forward to working with CCC on incorporating the LCWIP into strategies and policies and aiding in future funding bids if needed. It is requested that CCC keeps the Council updated of next steps.



Lastly, the Council would like to thank CCC for its close working and engagement in the lead up to the draft being agreed for consultation.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'C. Kerr'.

**Clara Kerr**

**Strategic Growth Manager**

Enc: Huntingdonshire District Council LCWIP Survey question responses

## LCWIP Survey Responses

**QUESTION 1 - Please view our Local Cycling and Walking Infrastructure Plan.**

**How far do you support the plan as a method of prioritising funding for strategic walking and cycling routes?**

Strongly support.

**QUESTION 2 - How far do you agree the chosen cycle routes are the right ones to encourage more people to cycle more often?**

Huntingdonshire – Strongly agree.

**QUESTION 3 - Please give details of important cycle links you think we may have missed and/or alternative routes which you believe would be preferable to the one/s chosen.**

Routes in Ramsey should have been considered in addition to those already proposed through the LCWIP. Ramsey is the only market town in the County that has been excluded from the process. It is due to grow as a result of planned development identified in the adopted Local Plan. HDC's Infrastructure Delivery Plan 2017 identifies potential routes that could be additional priorities within the LCWIP.

**QUESTION 4 - How far do you agree the chosen walking routes are the right ones to encourage more people to walk more often?**

Huntingdonshire – Strongly agree.

**QUESTION 5 - Please give details of important walking links you think we may have missed and/or alternative routes which you believe would be preferable to the one/s chosen.**

Routes in Ramsey should have been considered in addition to those already proposed through the LCWIP. Ramsey is the only market town in the County that has been excluded from the process. It is due to grow in size as a result of planned development identified in the adopted Local Plan. HDC's Infrastructure Delivery Plan 2017 identifies potential routes that could be additional priorities within the LCWIP.

**QUESTION 6 - We have a duty to ensure that our work promotes equality and does not discriminate or disproportionately affect or impact people or groups with protected characteristics under the Equality Act 2010. Please comment if you feel any of the proposals would either positively or negatively affect or impact on any such person/s or group/s.**

The LCWIP will be beneficial to several groups with protected characteristics. It is noted that the LCWIP does identify that horse riders, pedestrians, wheelchair users and mobility scooter users all need to be considered when designing cycle routes. Detailed design standards, such as LTN 1/20, will need to be applied when any improvements as a result of the LCWIP are able to be implemented. It is suggested that the Police Designing Out Crime Team be consulted on any detailed design proposals.

**QUESTION 7 & 8 - We welcome your views. If you have any other comments on the Plan, please add them in the space below. Alternatively, you can upload files with your feedback to the Plan.**

See comments in the letter.

**QUESTION 9 - Do you have a disability which influences the way you travel?**

N/A.

**QUESTION 10 - Please indicate your age range**

N/A.

**QUESTION 11 - Please indicate how you usually travel**

N/A.

**QUESTION 12 - Are you in education, employed, self-employed, unemployed, a home-based worker, a stay at home parent, carer or similar, retired, prefer not to say, other (please specify)**

N/A.

**QUESTION 13 - How often do you use walking routes for leisure?**

N/A.

**QUESTION 14 - How often do you use walking routes for commuting/as your main mode of transport?**

N/A.

**QUESTION 15 - How often do you use cycling routes for leisure?**

N/A.

**QUESTION 16 - How often do you use cycling routes for commuting/as your main mode of transport?**

N/A.

**QUESTION 17 - Please state your postcode (this is to identify concerns by location)**

N/A.

**QUESTION 18 - Are you responding as an individual, on behalf of a group or business, as an elected representative**

Group?

**QUESTION 19 - If you are responding as an elected Councillor or on behalf of an organisation, please state your name/organisation's name.**

Huntingdonshire District Council.