

AGENDA

CABINET

THURSDAY, 30 SEPTEMBER 2021

3.00 PM

**COUNCIL CHAMBER, FENLAND HALL,
COUNTY ROAD, MARCH**

Committee Officer: Linda Albon
Tel: 01354 622229
e-mail: memberservices@fenland.gov.uk

Whilst this meeting will be held in public, we encourage members of the public to view the meeting via our YouTube channel, due to the Council still observing Covid-19 restrictions.

The meeting can be held via our You Tube link: <https://youtu.be/oOnotfMSw3I>

- 1 To receive apologies for absence
- 2 Previous Minutes (Pages 3 - 4)

To confirm and sign the minutes of 24 August 2021.
- 3 To report additional items for consideration which the Chairman deems urgent by virtue of the special circumstances to be now specified
- 4 To receive members' declaration of any interests under the Local Code of Conduct or any interest under the Code of Conduct on Planning Matters in respect of any item to be discussed at the meeting
- 5 Freedom Leisure (Pages 5 - 10)

For Cabinet to agree the financial support offered to Freedom Leisure for the period October – December 2021.

6 Council Tax Support Scheme (Pages 11 - 24)

Each year the Council is required to review its Council Tax Support (CTS) Scheme. This report is to receive the recommendations of the Overview and Scrutiny Panel's consideration of the progress of the 2021 annual review and any resultant proposals for consultation for changes to the CTS scheme to take effect from April 2022.

7 Fenland Walking, Cycling & Mobility Draft Strategy (Pages 25 - 92)

To review the proposed Cycling, Walking & Mobility Aid Improvement Strategy and adopt this as Version 1 and to confirm a list of schemes Cabinet is content to see costed and taken forward for funding whilst Version 1 is taken to public consultation.

8 Draft 6 Month Cabinet Forward Plan (Pages 93 - 94)

For information purposes.

9 Items which the Chairman has under item 3 deemed urgent

Wednesday, 22 September 2021

Members: Councillor C Boden (Chairman), Councillor Mrs J French (Vice-Chairman), Councillor I Benney, Councillor S Clark, Councillor Miss S Hoy, Councillor Mrs D Laws, Councillor A Lynn, Councillor P Murphy, Councillor C Seaton and Councillor S Tierney

CABINET



TUESDAY, 24 AUGUST 2021 - 3.00 PM

PRESENT: Councillor C Boden (Chairman), Councillor Mrs J French (Vice-Chairman), Councillor I Benney, Councillor S Clark, Councillor Miss S Hoy, Councillor P Murphy and Councillor C Seaton

APOLOGIES: Councillor Mrs D Laws, Councillor A Lynn and Councillor S Tierney

Councillor Mrs Laws' absence was due to the current government limits on social contact because of the COVID-19 pandemic.

CAB16/21 PREVIOUS MINUTES

The minutes of the meeting held 15 July 2021 were approved and signed.

CAB17/21 FUTURE PROJECT FUNDING OPPORTUNITIES

Members considered the Future Project Funding Opportunities report presented by Councillor Boden.

Councillor Hoy said she would like if agreed to alter one of the recommendations. Where it states: *'That Cabinet authorises the Chief Executive and the Corporate Director and Chief Financial Officer, in discussion with the Leader to develop the Round 2 LUF bid'*, she would like added *'and Wisbech Cabinet members'* because *'in discussion'* does not seem strong enough to bring people along in the process as suggested. She also suggested removing the word *'discussion'* because this could just be interpreted as consulting someone.

Councillor Boden said because of the split between the role of councillors and officers, we cannot remove the words *'in discussion'* since we as Cabinet members cannot be the ones that implement this. However, he agreed to replace the phrasing with *'after agreement with'*.

Councillor Hoy said so many public consultations have taken place over the years and although she is aware there is a legal process that must be followed, she is keen for us to keep to a minimum as far as possible the further asking of questions. We just need to get on with it, not ask people what they already have told us. Councillor Boden agreed that we have had a wide range of discussions, but we are building on these to get to the next stage; we are not trying to change what we have already agreed but we are trying to refine it and make it appropriate for the monies we will be bidding for over the next few years.

Councillor Mrs French said it is good to see the MP is funding £31,400 and asked if it is coming from his personal or government office. Councillor Boden said he believes it is coming out of his personal office fund. Councillor French said in that case we should be writing a letter of thanks because she has never known this to happen before. Councillor Boden agreed it was appropriate to write and thank him for his support if the recommendation is approved by Cabinet.

Councillor Hoy drew attention to the end of the report where it mentions the Wisbech High Street Project and the Wisbech Access Strategy. She hopes these have been mentioned regarding all grants being received and not been mentioned for use of levelling up funding. Councillor Boden confirmed these had been included as part of a comprehensive list of all the different schemes, however we will accept funding from wherever we can get it. We are not ruling out the possibility

that LUF funding will be sought for other projects listed but none of that will threaten the proposal for Wisbech which is a regeneration project and not a transport project.

Councillor Hoy said that she is concerned about the Wisbech Access Strategy; it is not a Fenland project, it was led by the County Council and Combined Authority (CA) and County officers are trying to use levelling up money for this. Paul Medd thanked Councillor Hoy for raising this and said he has communicated clearly to both County and CA officers that the up to £20m levelling up regeneration bid for Wisbech will not include any aspect of the Wisbech access strategy work. The CA have the potential to submit one levelling up fund transport bid which can be up to £50m so there could be two rival bids, one for Peterborough and one for Fenland. It might be, with the CA in discussion with ourselves, that the Wisbech Access Strategy could form part of that bid but not the up to £20m regeneration bid. Councillor Hoy thanked Paul Medd.

Councillor Mrs French asked that with the £50m, is FDC looking to put a bid in with CC for the March Area Transport Strategy? Councillor Boden said that the March Area Transport Strategy will not cost £50m. When we realised the size of any potential transport bid under the LUF, we knew that merely putting in the March Area Transport Strategy work in would be deemed to be insufficient, which is why we are looking for a package, including potentially the Wisbech Access Strategy work, which will come to a more substantial figure and take us closer to the £50m to put forward as a possibility for the CA to consider when it comes to putting in a transport bid around January or February. He will continue to make the point at the CA that a potential transport bid for Fenland needs to remain under consideration.

Paul Medd added that there is a third project forming part of the package, that of Whittlesey Station. There is no guarantee but the total of those three projects amounts to some £50m. Councillor Seaton added that it is one of the points in our favour in that we are looking at three different projects, not one, and it may give us some advantage.

Cabinet AGREED to note the contents of the report and the potential funding opportunities likely to be available to FDC in the short term, particularly the opportunity to bid for LUF funding for Wisbech of up to £20m.

Cabinet also AGREED to:


- (1) Authorise the Chief Executive and the Corporate Director and Chief Financial Officer, after agreement with the Leader and Wisbech Cabinet members, to develop a Round 2 LUF bid for Wisbech including a Town Centre Spatial Plan, as described in Section 8 of this report, and to commission the specialist external consultancy support required to achieve this.**
- (2) Approve the commissioning of the Stage 1 of the 'thinkingplace' 'Place Shaping work - Narrative Development' as described in this report at a cost of £31,400 which will be funded by Steve Barclay MP.**
- (3) Approve the commissioning of Stage 2 of the 'thinkingplace' Place Shaping work - Visual Development - as described in this report if third party funding to deliver this work can be secured.**

CAB18/21 DRAFT 6 MONTH CABINET FORWARD PLAN

Councillor Boden presented the Cabinet Forward Plan for information.

CAB19/21 PREVIOUS MINUTES (CONFIDENTIAL)

The confidential minutes of the meeting held 1 July 2021 were approved and signed.

Cabinet Report	Agenda Item 5	
Date:	30 September 2021	
Report Title:	Freedom Leisure - Covid-19 impact and Fenland District Council Support	

1 Summary

For Cabinet to agree the financial support offered to Freedom Leisure for the period October – December 2021.

2 Key Issues

- In December 2018 Freedom Leisure, a charitable trust, took over the operation and management of the Council's four leisure centres with a 15-year agreement.
- This arrangement, after Hudson Leisure Centre capital costs and gym equipment replacement costs, has saved FDC £351,000 p.a. Additionally, a review of contract management staff as a result of the new Freedom contract added £49,000 p.a. to the annual savings, equating to a total of £5.6 million of savings over the life of the contract.
- Freedom is dependent on income and cash flow to manage the business. As a large organisation, they have capacity to absorb market conditions and respond in a more agile manner than a Council might. The business is, however, dependent on income from paying customers therefore following the significant impact of Covid 19, the Council has provided a series of support packages in line with the Council's leisure contract.
- Leisure centres have reopened and performance is more positive than expected – but still below pre-Covid rates.
- FDC retains some grant funding from the National Leisure Recovery Fund (NLRF) available for Q3 of 2021/22 and this may be used to fund operational cost shortfalls. However, it may not be used to fund any management fee deferral for Q3 2021/22.

3 Recommendations:

It is recommended that:

- Fenland District Council provides the Phase VI financial relief to Freedom Leisure set out in these recommendations and detailed in section 5 of this report.
- FDC defers the monthly management fee of £38,000 per month for October 2021 – December 2021, at an estimated cost to the Council of £114,000, repayable in accordance with the terms set out at paragraph 3.4 of these recommendations.
- FDC continues to support Freedom Leisure on an open book basis by providing financial support from the remaining NLRF grant. The current estimated cost of operational support for the period is £25,260.
- Repayment of the £114,000 described in paragraph 3.4 of these recommendations shall become payable through an annual deduction of 75% of any profit generated in excess of the levels predicted in the LOBTA (Leisure Operators Base Trading Account). This is a change from the current 50/50 profit share and will be subject to the performance of the business over the contract period.

- The Monitoring Officer and s.151 Officer are authorised to put in place all necessary arrangements to give effect to the agreed recommendations to include entry into the necessary legal arrangements and expenditure of the amounts described from existing budget provisions.

Wards Affected	All Wards
Portfolio Holders	Cllr Sam Clark, Portfolio Holder for Leisure Cllr Chris Boden, Leader of the Council and Portfolio Holder for Finance
Report Originators	Phil Hughes, Head of Leisure Services Carol Pilson, Corporate Director Peter Catchpole, Corporate Director Amy Brown, Chief Solicitor
Contact Officers	Paul Medd, Chief Executive paulmedd@fenland.gov.uk Carol Pilson, Corporate Director cpilson@fenland.gov.uk Peter Catchpole, Corporate Director and Section 151 Officer petercatchpole@fenland.gov.uk Phil Hughes, Head of Leisure Services phughes@fenland.gov.uk Amy Brown, Chief Solicitor abrown@fenland.gov.uk
Background Papers	2020/21 Cabinet Reports 2021/22 Cabinet Reports NLRf application pack Confidential: Freedom Leisure modelled income and expenditure Confidential: LOBTA - Leisure Operators Base Trading Account

4 Reconciliation and summary of support provided to Freedom Leisure from April 2020 to March 2021 and estimated support provided from April 2021 - September 2021

4.1 2020/21 Financial Reconciliation

The total support agreed by Cabinet for Freedom for financial year 2020/21 consists of:

Phase I support	£277,668	
Phase II support	£276,582	
Phase III support	£295,322	
Less:		
Income support grant	(£321,139)	
NLRF grant	<u>(£69,962)</u>	
Net total support 2020/21		<u>£458,471</u>

4.2 2021/22 Estimated Financial Support

Estimated Net Phase IV support (April – June 2021)

Deferred management fees payable to FDC:	£114,000	
Financial support (estimate)	£62,857	
Less:		
Income support grant (estimate)	(£80,670)	
NLRF Grant	(£62,857)	
Estimated Net Phase IV support (April-June 2021)		£33,330

Estimated Net Phase V Support (July – September 2021) £114,000

Estimated Net total support April – September 2021 **£147,330**

4.3 Please note the following alterations underlying the information above;

- The estimated Phase IV support remains at £33,330. However, the operational cost netted off with the NLRF grant has been reduced from £62,857 to £59,114. This reduction in grant requirement is due to there being better than expected leisure centre performance during this period.
- The estimated Phase V support remains at £114,000. Again, the operational cost netted off with the NLRF grant has been reduced from £47,178 to £31,224. This reduction in grant requirement is due to there being better than expected leisure centre performance during this period.
- The estimated reduction in operational costs across the first 6 months of the year has meant that the remaining NLRF balance rises from an original estimate in July's Cabinet report of £44,421 to a balance of £ £64,118.

5 Proposed Phase VI Support: October – December 2021

5.1 Fenland has a contract with Freedom Leisure that is in the second full year of a 15-year contract. The significant efficiencies and savings that the contract has

allowed FDC are expected to return during its term, with the lifting of social distancing requirements.

- 5.2 The recovery of the leisure sector from April onwards has been far more positive than initial modelling and financial projections. The Fenland contract with Freedom is doing particularly well, when compared across the other local authority contracts that Freedom manages. Learn to Swim memberships are performing particularly well, with fitness memberships performing in the top quartile of Freedom's local authority contract too.
- 5.3 It should be noted that despite better than expected performance, the fitness memberships at the Hudson Centre in Wisbech are not performing as well as the other three sites due to competition from the low priced PureGym based at Tesco in Wisbech. Previous members are being targeted as the centre already has their information, but in addition Freedom is also considering less typical methods to attract people who have **not** previously used leisure centres. These approaches may include physical leaflets to residents offering a 'come in for a tour and receive a gift or free sessions on completion.' Reverting to more traditional marketing approach might impact on an untapped market, whilst still continuing the social networking and web marketing push.
- 5.4 As at 19 July 2021 the Fenland Freedom contract monthly membership direct debit income was at 85.5% of the January 2020 level. Note that January is usually a 'boom' month for leisure memberships so achieving that level in July would be unlikely, but that is the best yardstick pre-covid.
- 5.5 Whilst the overall recovery picture is more positive than anticipated, Freedom will still require some support from FDC in the coming months. As noted in paragraph 4.3, FDC has a balance of £ £64,118 from the Government NLRG grant. This funding will be used to cover operational cost deficits in the coming three months. Current estimates are a cost of **£25,260** for this period.
- 5.6 However, the NLRG grant cannot be used for the income lost from the management fee payments to FDC. This means that in the period October - December 2021 FDC will need to defer the management fee for the period of **£114,000**. This will be recouped from Freedom on similar terms to previous management fee deferrals – by a larger share of any future excess profits that the contract may make.
- 5.7 **The estimated net total support cost to FDC for the period October – December 2021 will be £114,000.** The operational costs can be funded by the government NLRG grant.
- 5.8 It should be noted that the Council is keen to regain the financial support identified in this report using this mechanism. However, the Council recognises that repayment levels are uncertain due to the nature of future income levels, determined by customer demand and due to the fact that the profit share only applies after the contracted profit has been taken by Freedom.
- 5.9 From January, it is predicted Freedom will begin to pay a partial element of the management fee to FDC which has been suspended through Covid. This will be based on the performance of the business and illustrates a partial return to our pre Covid contract arrangements.


6 Contractual Options Assessment

- 6.1 Cabinet should be aware that previous support made to Freedom was a contractual obligation. The continuing shortfall in Freedom's income is a direct result of the Covid 19 changes in law, and it is reasonable to argue that the

change of law provisions in the contract do enable FDC's level of support to reflect the fact that Freedom's income will not return to pre-Covid levels immediately. There is a contrary argument that FDC has no obligation to support Freedom financially from 19 July when the law changed back to the pre-Covid law (i.e. no social distancing). However, even if this were correct, FDC is not obliged under the contract to require this adjustment and there are sound commercial arguments not to do so in the context of FDC's relationship with a valued, long term partner – these are set out below and provide a good argument that FDC is acting in the same way as a private sector operator would in not adjusting the payments under the contract and thus there is no subsidy to Freedom.

- 6.2 To ensure that FDC maintains the long-term contract with Freedom and the future savings that this will accrue to the Council, as well as offering the potential to recoup the deferred management fees, an approach of continuing to support Freedom as a valued partner is recommended.
- 6.3 If the Council attempts to negotiate a reduction in the currently proposed relief package such that only partial support is provided, it will impact on the services that can be delivered and would therefore put Freedom in a disadvantageous position in terms of re-establishing its competitive position in the market and ultimately the level of profit required to offset the payments made.
- 6.4 If the Council provides the relief package on the terms identified, due diligence suggests that this will put Freedom in the best possible business position to recover over the coming year. Nevertheless, it is acknowledged that there remains a possibility that trends will not evolve as expected which could result in a requirement to remodel the proposed operational model and / or ultimately to revisit the relief package. Of all the options however, the report recommendation provides Freedom and the Council with the best opportunity to work towards the realisation of the originally predicted savings and programme of improvements originally planned for the benefit of our community.
- 6.5 In conclusion, whilst we remain in a position of uncertainty, a further relief package funded by the NLRF will provide an opportunity to push performance back above pre-covid levels as soon as possible. It also avoids the wider implications of taking the leisure centre service back in house where the effect would be evident not only in budgetary terms but also potentially in relation to the level of service that could be provided.

This page is intentionally left blank

Agenda Item No:	6	
Committee:	Cabinet	
Date:	30 September 2021	
Report Title:	Council Tax Support – 2022/23 Scheme	

Cover sheet:

1 Purpose / Summary

Each year the Council is required to review its Council Tax Support (CTS) Scheme. This report is to receive the recommendations of the Overview and Scrutiny Panel's consideration of the progress of the 2021 annual review and any resultant proposals for consultation for changes to the CTS scheme to take effect from April 2022.


2 Key issues

- The Overview and Scrutiny Panel met on 13 September 2021 to consider proposals for the CTS scheme to take effect from April 2022.
- The report as presented to Overview and Scrutiny Panel on 13 September 2021 is attached.
- The proposals recommended by the Overview and Scrutiny Panel include for the current 20% contribution rate to remain unchanged for the 2022-23 scheme.
- In addition, four changes to the current scheme were recommended for consultation, all of which will assist streamlining the process and improving the customer journey as follows:
 - (i) to reduce the capital threshold to £10,000 and abolish tariff income;
 - (ii) to introduce a fixed rate deduction of £7.40 for non-passported non-dependents;
 - (iii) to streamline the claim process and
 - (iv) to increase the tolerance for Universal Credit data re-assessments.
- If the above proposals from Overview and Scrutiny are agreed, a consultation exercise is required to be undertaken with preceptors and stakeholders. A consultation period of six weeks is considered proportionate for the changes proposed.

3 Recommendations

- It is recommended that members consider the attached report and associated comments and recommendations from Overview and Scrutiny Panel and;
 - (i) agree that the current 20% contribution rate for working age claimants remain unchanged for the 2022-23 scheme;
 - (ii) approve for consultation the following four changes to the current scheme as detailed at Sections 4 and 5 of the attached report:
 - (a) to reduce the capital threshold to £10,000 and abolish tariff income;
 - (b) to introduce a fixed rate deduction of £7.40 for non-passported non-dependents;
 - (c) to streamline the claim process and
 - (d) to increase the tolerance for Universal Credit data re-assessments.

Wards Affected	All
Forward Plan Reference	This item is included in the Forward Plan
Portfolio Holder(s)	Cllr Chris Boden, Leader & Portfolio Holder, Finance Cllr Mrs Jan French, Deputy Leader
Report Originator(s)	Sam Anthony, Head of HR & OD Mark Saunders, Chief Accountant
Contact Officer(s)	Peter Catchpole, Corporate Director and Chief Finance Officer Sam Anthony, Head of HR & OD Mark Saunders, Chief Accountant
Background Paper(s)	None

Agenda Item No:	6	
Committee:	Overview and Scrutiny Panel	
Date:	13 September 2021	
Report Title:	Council Tax Support – 2022/23 scheme	

Cover sheet:

1 Purpose / Summary

Each year the Council is required to review its Council Tax Support (CTS) Scheme. This report advises Overview and Scrutiny of the progress of the 2021 annual review and the proposals to amend the scheme for 2022-23.

2 Key issues

- We are now in the ninth year of CTS; a locally set scheme that replaced the nationally set Council Tax Benefits (CTB) scheme from April 2013.
- In 2013-14 we were able to take advantage of a one-off Government grant that compensated in part for the reduction in Government funding that year. This meant that the maximum CTS awarded was the amount calculated, less 8.5% (Pensioners are protected by legislation and receive up to 100% CTS).
- In 2014-15, we initially proposed this reduction be increased to 20%. However a reduction in demand meant that we were able to revise this reduction to 14%.
- For 2015-16 and 2016-17 we kept the same scheme as 2014-15, except that allowances and premiums (the amounts of income from state-administered benefits such as Jobseekers' Allowance) were increased in line with other benefits such as Housing Benefit. This means that customers have a higher income before losing CTS.
- For the 2017-18 scheme, as part of the Council's Comprehensive Spending Review (CSR1), we consulted customers on a proposal to increase the CTS reduction for working age customers from 14% to 20% starting from 1 April 2017. Based upon feedback from customers and the potential impact on collection rates, Overview and Scrutiny members at their meeting on 28 November 2016, recommended to Cabinet and Council that the 14% reduction level be maintained. This recommendation was subsequently approved and the scheme contribution rate remained unchanged.
- For the 2018-19 scheme we consulted on a proposal to harmonise the scheme to DWP welfare reforms introduced for Housing Benefit and CTS for Pensioners and introducing closer links to Universal Credit data share

for claims, thereby removing the stipulation to make a separate claim. This was subsequently approved and introduced.

- For 2019-20 we kept the same scheme as for 2018-19.
- For 2020-21 the only change was to introduce a fluctuating earnings rule to the treatment of Universal Credit. A weekly tolerance level of £15 (£65 monthly) was introduced to reduce the administrative burden of reassessing customers CTS every time a revised Universal Credit notification is received.
- For 2021-22 the minimum contribution percentage for working age claimants was increased from 14% to 20% and no other changes were made to the scheme.
- Councils are required to consider whether to review their LCTRS schemes annually. Where it is determined to retain the existing scheme this must be decided by 11 March of the preceding year.
- Where Councils seek to amend their scheme it will be necessary to consult preceptors and stakeholders prior to a wider consultation to inform a final scheme design by 28 February of the preceding year.
- The current Fenland CTS scheme provides a maximum benefit of 80% for working age claimants and our scheme also fully protects War Pensioners. The aim in designing the scheme was to achieve a balance in charging an amount of Council Tax to encourage customers back into work whilst setting the amount charged at an affordable and recoverable level.
- The impact of COVID-19 on working age claims has been significant during 2020-21 and is expected to continue to increase throughout 2021. To assist working age CTS claimants, the government announced the £500m COVID-19 Hardship Fund at the Budget on 11 March 2020. This Council's allocation was £907,222. This funding provided all recipients of working age local council tax support during the financial year 2020-21 with a further reduction in their annual council tax bill of up to £150, using their discretionary powers to reduce the liability of council taxpayers outside of their formal CTS scheme design.
- In 2020-21, £871,414 of the Hardship Fund was utilised with the remainder (£35,808) being carried forward into 2021-22 to provide Exceptional Hardship relief.
- For 2021-22, the government has provided a one-off grant to authorities in recognition of the anticipated additional cost of providing CTS, at a time when more households are likely to be facing financial difficulties as a result of the pandemic. The grant is for local authorities to keep and the funding is unringfenced. This Council's grant is £194,254 and the major preceptors (County, Police and Fire) have received their grants directly.

- It is too early to fully understand the impact of the 2021-22 increase to 20% in contribution rate on collection and recovery and given the extent of the impact of COVID-19 and the uncertainty regarding the numbers and cost of the current and future CTS, it is proposed that the current 20% contribution rate remains unchanged for the 2022-23 scheme.
- Four options for changes to the current scheme are presented for consideration, all of which will assist streamlining the process and improving the customer journey:
 - (i) to reduce the capital threshold to £10,000 and abolish tariff income;
 - (ii) to introduce a fixed rate deduction of £7.40 for non-passported non-dependents;
 - (iii) to streamline the claim process and
 - (iv) to increase the tolerance for Universal Credit data re-assessments.

3 Recommendations

The Panel is requested to:

- Review the CTS scheme for 2022-23 as outlined in this report and make recommendations to Cabinet of their preferred options.

Wards Affected	All
Forward Plan Reference	This item is included in the Forward Plan
Portfolio Holder(s)	Cllr Chris Boden, Leader & Portfolio Holder, Finance Cllr Mrs Jan French, Deputy Leader
Report Originator(s)	Sam Anthony, Head of HR & OD Mark Saunders, Chief Accountant
Contact Officer(s)	Peter Catchpole, Corporate Director and Chief Finance Officer; Sam Anthony, Head of HR & OD Mark Saunders, Chief Accountant
Background Paper(s)	None

Report:

1 Introduction

- 1.1 Before April 2013, Council Tax Benefit (CTB) was a nationally controlled scheme administered by District and Unitary Councils that give reductions from Council Tax to people on low incomes according to set criteria specified by regulations. The maximum reduction was 100% of a person's Council Tax bill.
- 1.2 The costs of CTB were fully reimbursed to the Council by the DWP, so that if demand rose or fell, the Council did not bear the costs of these changes.
- 1.3 CTB was localised and replaced by CTS in April 2013. At the same time, Government funding was reduced and CTS was localised, coming under the control of District and Unitary Councils. Whilst pensioners were protected and regulations specified that they must still receive up to 100% CTS, this protection did not apply to working age people.
- 1.4 Unlike CTB, the costs of CTS are borne by Councils. Funding is given by the Government within the overall finance settlement, but this has reduced significantly over the years so that Councils bear the costs of an increase in demand but gain from reduced demand.
- 1.5 The implementation of CTS left Fenland with a funding gap, that potentially saw working age customers only being entitled to 80% CTS. However, Members considered the options available to help increase CTS and were able to implement a scheme in 2013-14 that saw working age customers be entitled to up to 91.5% of CTS; in two ways.
- 1.6 Members primarily met the funding shortfall by revising Council Tax exemptions on empty properties, permitted by regulations that changed in 2013. This meant that the Council would no longer give a Council Tax reduction for most empty domestic properties.
- 1.7 The funding shortfall was further closed by a one-off transitional Government grant that applied in 2013-14 only.
- 1.8 In 2014-15 this grant was not available. With demand for CTS not growing as much as was predicted for 2013-14, Members were able to revise the CTS scheme to feature a reduction of 14% CTS for working age customers.
- 1.9 Councils are required to review the operation of their CTS schemes annually. They are required to make any revisions no later than 28 February in the financial year preceding that for which the scheme will be revised (i.e. 28 February 2022 for the scheme relating to the 2022-23 financial year).
- 1.10 Further annual reviews determined that the CTS reduction remained at 14% since 2015-16, with further links to Welfare Reform and Universal Credit introduced for 2018-19. That scheme was retained for 2019-20.
- 1.11 For 2020-21 the only change was to introduce a fluctuating earnings rule to the treatment of Universal Credit (UC). A weekly tolerance level of £15 (£65 monthly) was introduced to minimise the number of reassessments imposed by monthly changes in a customer's UC payment. This was intended to reduce customer reassessments by a third and continues to work well.

- 1.12 For 2021-22 the only change was to increase the percentage for the minimum contribution rate from a baseline of 14% to 20%. It is too early to report the impact this has had on collection and recovery and it will take several months before we start to understand this. Many customers still have arrears from last year following the impact of COVID-19 and the suspension in recovery action throughout the year which could impact on their ability to pay this year.
- 1.13 We are now reviewing our CTS scheme for the 2022-23 financial year.

2 The 2021 review

- 2.1 Councils are required to review operation of their CTS schemes each year. Where a change is proposed, we are required to undertake customer consultation; the results of which assist in the final decision made by the Council regarding the CTS scheme next year.
- 2.2 Members will be aware that this Council is one of five partners forming the Anglia Revenues Partnership (ARP). The other four Councils are Breckland, East Cambridgeshire, West Suffolk (formerly Forest Heath and St. Edmundsbury) and East Suffolk (formerly Waveney and Suffolk Coastal). These Councils have maintained the contribution rate in their schemes at 8.5% since 2013. They are not proposing any changes to this rate for 2022-23.
- 2.3 Currently, apart from a different contribution rate, all other aspects of the CTS scheme are consistent across all of the ARP partners. This aids the efficient administration of the schemes across the partnership. This does not however preclude any of the partners amending their scheme independently of the others.
- 2.4 All partner authorities are currently considering the options to change the scheme for 2022-23 as detailed in Section 4 below.
- 2.5 Since 2018 the scheme has been harmonised to DWP welfare reforms introduced for Housing Benefit and CTS for Pensioners and introduced closer links to Universal Credit data share to claims, most notably removing the default stipulation for customers to make a separate claim to the Council. This has been of particular help to all the new customers impacted by Covid-19 needing to make a Universal Credit claim but not needing to make a further claim to the Council for Council Tax Support.
- 2.6 Since April 2020 we have strengthened our use of DWP Universal Credit data share links to further assist customers.
- 2.7 Both these initiatives continue to work well for customers, with other Councils either now introducing these changes or looking to do so.

3 The impact of CTS to date

3.1 CTS with its associated gap between Council Tax payable and the maximum help working age people can receive has been in operation now for eight full years and we are in the ninth year of operation.

3.2 The table below shows how the amount of CTS awarded and numbers of customers claiming it have changed since CTS was introduced in 2013:-

CTS cases and amount awarded			
Date	CTS awarded	Working age claims	Pensioner claims
31/3/13 (CTB)	£8.16m	4,682	4,727
31/3/14	£7.89m	4,755	4,667
31/3/15	£7.45m	4,620	4,431
31/3/16	£7.21m	4,450	4,202
31/3/17	£7.02m	4,228	3,998
31/3/18	£6.91m	4,189	3,827
31/3/19	£6.98m	4,227	3,629
31/3/20	£7.39m	4,244	3,472
31/3/21	£8.65m	4,823	3,334
Covid-19 Hardship Fund	<u>-£0.87m</u>		
Net Cost of CTS	7.78m		
Change 2013 to 2021	- £0.38m	141	- 1,393
	-4.66%	3.01%	-29.47%

3.3 The annual amount of CTS awarded since 2013 to the end of March 2021 has reduced as a result of both the increase in contribution rate to 14% in 2014-15 and a significant reduction in Pensioner claims. There was, however a significant increase in the number of working age claims during 2020-21 due to the impact of Covid-19.

CTS Current Position

3.4 Since March 2021, we have seen a reduction of 4.42% in the number of working age CTS claims as at the end of July 2021.

3.5 Figures for the amount of CTS awarded and numbers of customers claiming it at the end of July 2021 compared with March 2021 are detailed in the table below:

CTS cases and amount awarded : March – July 2021			
Date	CTS awarded	Working age claims	Pensioner claims
31/3/21	£7.78m	4,823	3,334
31/7/21	£7.49m	4,610	3,298
Change March to July 2021	-£0.29m -3.73%	-213 -4.42%	-36 -1.08%

- 3.6 Total CTS awarded has reduced over the first four months of 2021-22 due to a reduction in working age claims and the increase in contribution rate to 20%.
- 3.7 With the Government's Coronavirus Job Retention Scheme ceasing on 30 September 2021, there is potential for unquantifiable increases in Universal Credit claims, thereby increasing CTS claims.
- 3.8 Whilst we anticipate caseload will increase, it is too early to predict with any accuracy what the full impact will be for this year and the knock-on effect on next year.

Government Funding 2021-22

- 3.9 For 2021-22, the government has provided a one-off grant to authorities in recognition of the anticipated additional cost of providing CTS, at a time when more households are likely to be facing financial difficulties as a result of the pandemic. The grant is for local authorities to keep and the funding is unringfenced. This Council's grant is £194,254 and the major preceptors (County, Police and Fire) have received their grants directly.

Impact of changes affecting amounts paid by recipients

- 3.10 Members are reminded of the potential impact resulting from any changes to the scheme which affects the amounts paid by recipients (eg. contribution rate). Any savings/additional cost would be shared between the major preceptors in proportion to their Council Tax requirements in the Collection Fund. The proportions based on 2021/22 Council Tax, is detailed in the table below. This shows that any changes (to the contribution rate for example) would generate significantly more savings/more cost to the County Council, as they receives a much higher proportion of Council Tax receipts overall.

How Council Tax allocated is split	
Authority	%
Cambridgeshire County Council	68.97
Cambridgeshire Fire Authority	3.62
Cambridgeshire Police & Crime Commissioner	12.20
Fenland District Council	15.20

- 3.11 This contrast's to the financial impact of any changes to Peterborough City Council's CTS scheme (whose current contribution rate is 32%) which is significantly different to this Council. Peterborough as a Unitary Council receives the majority of any savings realised from any changes, around 82%, whereas this Council only benefits from around 15% of any changes.
- 3.12 Increasing the rate of contribution for working age customers also increases the potential for additional arrears and subsequent recovery action. Additional bad debts provision would be required for non-payment and to help maintain expected collection levels, extra resources would be required to undertake recovery work in respect of additional arrears that would accrue from working age customers having payment difficulties as a result of the proposed changes. This would significantly reduce the benefits to this Council of increasing the contribution rate, as we are responsible for collecting Council Tax and administering CTS. The net benefit could be reduced by up to 50%.

4 Options to consider - improving the customer journey

OPTION 1 - Reduce the capital threshold from £16,000 to £10,000 and abolish tariff income

- 4.1 This option would result in:
- A simplified scheme reducing the burden on customer and evidence requirements;
 - Reduced number of claim adjustments as there would be no requirement to notify changes in capital of £250 or more;
 - More streamlined customer experience and reduced processing times for universal credit claims as tariff income details are not provided in DWP claim records;
 - Targeting help to those most in need as those with less capital will receive increased awards and those who no longer qualify will have more than £10,000 capital.
- 4.2 A by-product of implementing this change would be that our options to automate and provide decisions to customers in one day would be extended to those with Capital over £6,000 as the need to manually calculate tariff income would be removed.
- 4.3 This option focuses on improved customer journey and although indicating some savings it is likely to be relatively cost neutral to the Collection Fund as detailed in the table below:

Option	Saving	Gains	Reductions
Capital upper threshold £10,000 with no tariff income	£7,492	11	11

NB: Tariff income is the notional income used to take into account capital for means-tested benefits such as CTS. Currently, any capital below £6,000 is completely ignored. For any capital between £6,000 and £16,000 (the current upper limit), tariff income applies at a rate of £1.00 per week for every £250 (or part of £250) of capital. For claimants with capital of £6,000.01 their benefit would be reduced by £1.00 per week and for those with capital of £16,000, their benefit would be reduced by £40.00 per week.

OPTION 2 – Introduce a fixed rate non-dependant deduction

- 4.4 This option would result in:
- A simplified scheme reducing burden on customer and evidence requirements.
 - Reduced number of claim adjustments as there would be no requirement to notify changes in non-dependant income. This is something the customer is not always aware of or able to obtain verification of themselves.
 - The functionality to verify and receive automatic income updates from DWP and HMRC does not extend to non-dependants meaning verification is always a manual process and the onus is solely on the customer to identify and report changes for their adult household members.
 - More streamlined customer experience and reduced processing times for Universal Credit claims as DWP do not gather details of non-dependant's income and the responsibility on the Local Authority to obtain this missing information delays claim processing.
 - Delays in and failure to provide non-dependant income details results in incorrect CTRS awards, payment failure and Council Tax arrears.
- 4.5 A by-product of implementing this change would be that our options to automate and provide decisions to customers in one day would be extended to those with non-dependants as the need to request follow up details would be removed.
- 4.6 Any customers who are entitled to a severe disability premium within their Council Tax Support assessment will continue to be exempt from non-dependant deductions.
- 4.7 It is recommended that a safety net is provided for customers who will lose out initially by offering an Exceptional Hardship award to help bridge the gap.
- 4.8 This option focusses on an improved customer journey and reduction in administration resource and although indicating some savings the proposed deduction rates have been modelled to provide a relatively cost neutral option as detailed in the table below:

Options	Saving	Gains	Reductions
Fixed non-dep deduction £5.30 for all non-deps	£14,555	103	250
Fixed non-dep deduction to £7.40 for those not passported	£4,324	99	58

NB: The first option is to apply one fixed rate deduction of £5.30 for all non-dependants including those on passported benefit and the second option is to apply a fixed rate deduction of £7.40 for non-dependants but retain a £0.00 deduction for non-dependants in receipt of passported benefits.

OPTION 3 – Streamlining the claim process

- 4.9 Currently anyone who claims Universal Credit (UC) is signposted to the Local Authority to make a separate application for CTRS. However, our scheme allows us to treat the DWP notification of UC outcome as a claim in its own right and the Local Authority, therefore, often receive duplicate claims.

- 4.10 Making the claim process more streamlined by restricting use of our direct claim route to those already in receipt of UC or a legacy benefit and signposting everyone else to make a claim for UC if they haven't already done so, thereby, not accepting a duplicate direct claim with the LA would have the following impact:
- More streamlined customer journey by preventing duplication of claims.
 - Reduce burden on customer to provide evidence through making a non-UC claim.
 - Removes requirement for both DWP and Local Authority to verify income details.
 - Maximises income by signposting customers to claim Universal Credit.
 - Reduces administration resource requirements.
- 4.11 A by-product of implementing this change would be that our opportunity to automate DWP first payment files would increase if more claims came through this verified route in the first instance rather than via our online claim form.
- 4.12 Reporting has indicated that for this financial year to date only 3 customers have applied directly to the Local Authority without being in receipt of a legacy benefit or UC or making a fresh claim for UC at the same time. Implementing this change would signpost all 3 to claim directly with the DWP, resulting in 2 of them being entitled to UC and CTRS and 1 not being entitled to UC but still being entitled to CTRS. Therefore, 66% of the few people we would signpost to claim UC as they haven't already done so, would be better off as a result and we would no longer receive duplicate claims for those who have already claimed UC.
- 4.13 This option focusses on improved customer journey and reduction in administration resource and there are no financial implications.

OPTION 4 – increase tolerance for Universal Credit data re-assessments

- 4.14 In April 2020 a tolerance of £65 per month was introduced which meant that income changes of less than £15 per week were no longer re-assessed for UC customers.
- 4.15 Universal Credit (UC) is designed to be paid monthly, calculated on the customer's circumstances, including Real Time Information (RTI) earnings data from HM Revenue and Customs. Given customers' circumstances, especially earnings, fluctuate, this leads to monthly revised UC awards sent to the Council by the DWP.
- 4.16 Due to the tolerance rule, customers have seen a reduction by one third in Council Tax adjustment notifications, and a reduction in direct debit amendments and the need to request a refund. This has provided greater certainty to customers to enable them to manage their payments and household budgets.
- 4.17 The introduction of a fluctuating earnings rules last year has been particularly beneficial given the significant increase in the COVID-19 workload for Anglia Revenues Partnership, which peaked at a 500 per cent increase compared to the same point last year, before reducing to 200 per cent and now starting to return to normal levels.

- 4.18 By increasing the tolerance rule from £65 per month to £100 per month a further 16% of re-assessments would be avoided, providing customers with more consistent payments, fewer adjustments and improved financial certainty. By retaining the discretion to review exceptional cases we will be able to override the rule in the case of a single beneficial change being reported. However, we are yet to see a case where discretion has been needed with the current £65 tolerance as most cases have monthly fluctuations reported which evens out any impact of applying the tolerance over the course of a year.

5 Recommendation

- 5.1 It is recommended that the Panel consider implementation of the following options:
- Reduce the capital threshold to £10,000 and abolish tariff income.
 - Introduce a fixed rate deduction of £7.40 for non-passported non-dependants.
 - Streamline the claim process.
 - Increase tolerance for Universal Credit data re-assessments.
- 5.2 These options are being proposed in order to improve the customer journey and reduce customer contact and the burden of evidence requirement.

6 Consultation about our proposals

- 6.1 If there are no changes proposed to the CTS scheme for 2022-23, there will be no requirement for any customer consultation.
- 6.2 Should the Panel approve the recommended changes detailed in Section 4 and 5 above, then a consultation exercise will be required with preceptors and stakeholders. A consultation period of six weeks is considered proportionate for the changes proposed.
- 6.3 Consequently, any consultation exercise would need to meet the statutory timescales for Council to approve its' CTS scheme for 2022-23 as detailed in 1.9 above.

7 Next steps

- 7.1 This report has given the Panel an update on progress of the annual review of the Council's CTS scheme, with options to improve the customer journey and reduce customer contact and the burden of evidence requirement.
- 7.2 The recommendations from this Panel will be reported to Cabinet at their meeting on 16 September 2021. If Cabinet approve any changes that require consultation, it is anticipated that this consultation will occur over a six week period beginning mid/late-October 2021.
- 7.3 The final proposals, would then be recommended to Council at their meeting on 20 January 2022.

This page is intentionally left blank

Agenda Item No:	7	
Committee:	Cabinet	
Date:	30th September 2021	
Report Title:	Proposed Fenland Cycling, Walking & Mobility Aid Improvement Strategy: Version 1	

1 Purpose / Summary

This report relates to walking, cycling and mobility. Its purposes are as follows;

- To review the proposed Cycling, Walking & Mobility Aid Improvement Strategy and adopt this as Version 1.
- To confirm a list of schemes Cabinet is content to see costed and taken forward for funding whilst Version 1 is taken to Public Consultation.

2 Key issues

- Despite the flat terrain, walking and cycling infrastructure in Fenland is poor when compared to other areas. There are also high levels of accidents. With a fifth of all households not having access to a car, low levels of physical activity and high percentages of people with poor health, greater opportunities to walk and cycle are essential.
- Funding for cycling and cycling interventions in Fenland has been very limited to date. As a result we do not have the wider strategy or schemes with completed feasibility study work to hook funding. Many schemes identified in the County Council Transport Investment Plan are now quite old and would require wider consultation before being put forward. Fenland does not currently have a cycling and walking strategy, and this is limiting our potential to bid for or secure funding from 3rd party sources. Robust plans for cycling and walking in Fenland are urgently needed.
- Whilst this strategy concentrates on potential new schemes to encourage cycling, walking and access for those using mobility aids, it is of fundamental importance that work is undertaken with the Highways Authority to significantly improve maintenance of existing highways and pavements. Highways with potholes are a significant deterrent to cyclists, and many people, especially the frail and elderly, can be prevented from walking as much as they otherwise may because of the danger of slipping or tripping on uneven and poorly maintained pavements.
- Mobility aids such as electric mobility scooters are becoming more prevalent across Fenland. Work is needed to understand how the use of these vehicles can be supported within infrastructure plans and projects.
- In November 2020 Cabinet approved the development of a walking, cycling and mobility strategy. Cabinet also approved some work to assess and determine some priority cycling schemes to enable funding applications to be submitted.
- Walking and Cycling Strategy - Since November 2020 Officers have been working with stakeholders and the Fenland Transport and Access Group to produce this proposed strategy. Work has been ongoing to identify the issues and barriers to walking and cycling, produce route audits and draft improvement plans. An online

survey was held in early 2021 receiving 734 responses, many of which provided detailed feedback to assist the strategy development. Whilst respondents to the report were overwhelmingly cyclists and therefore not strictly representative of the population as a whole the survey did indicate that the levels of people cycling to places of education, health and employment are currently low. The survey also highlights that cyclists prefer off road cycle routes and better quality surfaces (all weather, lighting etc) and for mobility aid users it was even clearer that the main barriers for users were poor quality surfaces and lack of dropped kerbs. With assistance from the Fenland Transport and Access Group a draft strategy is now complete for Cabinet approval as Version 1 to be taken to Public Consultation.

- Following Public Consultation the strategy document will be updated and brought back to Cabinet for approval as Version 2 in the Spring 2022.
- Schemes - a package/packages of approved schemes need to be costed and taken forward for funding which is expected to become available in the near future as part of the Governments £2billion pledge for walking and cycling improvements. A selection of the strategy's schemes has been set for this purpose for Cabinet review. Many of the recommendations included in these schemes have already been published in other strategies (ie: TIP & LCWIP) and therefore already have some public and stakeholder support. The suggested packages are as follows:
 - Chatteris
 - Bridge Street/High Street, - crossing improvements
 - Wenny Road, - crossing improvements and speed review
 - Whittlesey A605
 - Eastrea Road - crossing improvements east of Sir Harry Smith School.
 - North side of Peterborough Road and West End (from Crossway Hand to Whitmore Street controlled crossing): re-engineer footpath and existing grass verge and install missing dropped kerbs to provide all-weather route for cyclists, mobility aid users and pedestrians where feasible.
 - Whittlesey - NCN63 route:
 - New Road - signage improvements, crossing improvements and speed review
 - Stonald Road - signage improvements, crossing improvements and speed review
 - Off road link to Peterborough City Centre - signage improvements, lighting and CCTV provision
 - Route improvements from New Road to Turves to make NCN63 an all weather cycle route, together with signage improvements.
 - Wisbech
 - Ramnoth Road, - shared use path extension using existing verges at front of CWA and speed review
 - Leverington Road, - path widening in proximity to Peckover school and crossing improvements
 - Missing footpaths
 - Review footpath provision across villages to identify and (where possible) install missing sections. To include East Park Street,

Church Lane and Doddington Road in Chatteris and in Wisbech along the Tesco side of Cromwell Road from the Tesco supermarket to South Brink.

- March
 - Shared use path extension from Lambs Drove to Wimblington, with appropriate signage.
- Initial Priority Cycling Schemes - work has been ongoing to develop strategic cycle schemes. At this time, the two strategic cycle routes we wish to prioritise are mostly off road: the NCN route from Peterborough to Wisbech and alongside (but separated from) the existing carriageway of the A141 from the Guyhirn Roundabout to the Applegreen roundabout in Chatteris. Part of one of these schemes is already almost sufficiently to be funded: NCN63 (the Green Wheel) from Peterborough to Whittlesey. Our second priority is to work up a detailed scheme for an off-carriageway cycling and walking route on the A141 from Peas Hill roundabout to Mill Hill roundabout. Our third priority is to make the NCN63 a viable and well lit all weather route for cyclists.

3 Recommendations

- 3.1 It is recommended that Cabinet adopt the strategy as Version 1.
- 3.2 It is recommended that Cabinet approve the selected schemes to develop costed proposals to be ready to put forward for funding.

Wards Affected	All
Forward Plan Reference	
Portfolio Holder(s)	Cllr Seaton - Portfolio Holder for Social Mobility and Heritage
Report Originator(s)	Belinda Pedler (Senior Transport Officer) Wendy Otter (Transport Development Manager)
Contact Officer(s)	Belinda Pedler (Senior Transport Officer) Tel: 07738 260787 Email: bpedler@fenland.gov.uk Wendy Otter (Transport Development Manager) Email: wotter@fenland.gov.uk
Background Paper(s)	N/A

4 Background / introduction

- 4.1 There is currently around £2 billion funding earmarked by Central Government for improving cycling and walking across the country. The initial tranches of this funding have been released through the Emergency Active Travel Funding (EATF). As a result, Fenland has received some temporary cycle racks and new speed warning signs for schools in March from Tranche 1 and Cambridgeshire County Council have further schemes under consideration for Tranche 2. These include:

- Town wide cycle improvements to improve connections between the town centre and residential areas as well as access to schools (Whittlesey).
- Provision of secure Cycle Lockers to encourage multimodal journeys at Horsefair Bus Interchange (Wisbech).

- 4.2 Further funding is expected to come forward imminently and this has highlighted the need to identify and approve further cycling interventions that can fully exploit this rare opportunity.

5 Walking, Cycling and Mobility Strategy - Development work

- 5.1 On 17th November 2020 a report was presented to FDC Cabinet recommending funding the development of a Fenland Cycling, Walking and Mobility Strategy incorporating the findings from the March Area Transport Study Walking and Cycling Strategy (April 2020). This recommendation was approved along with a contribution from the Hereward Community Rail Partnership to develop the strategy. ([Public Pack](#))[Agenda Document for Cabinet, 17/11/2020 16:00 \(fenland.gov.uk\)](#)
- 5.2 The strategy project was overseen by the Transport and Access Group (TAG), with a Sub-Group of TAG members set up to review monthly progress. The TAG is made up of stakeholders from each Town Council, the Cambridgeshire and Peterborough Combined Authority, Cambridgeshire County Council, Sustrans and the Cambridgeshire Local Access Forum (LAF). This provided a wide-ranging representation to inform the development of the draft strategy.
- 5.3 A desktop review was undertaken in early 2021 to determine key walking and cycling routes in Chatteris, Whittlesey and Wisbech. This was also informed by an online public survey carried out through February and March 2021 and continuous stakeholder engagement throughout the development of the strategy.
- 5.4 Feedback was gathered through the survey and engagement relating to how local residents currently travel for short local journeys and their views on walking, cycling and mobility aid use in Fenland. The survey was very successful, achieving 734 responses from residents, workers and students in and around Fenland. Although most respondents were cyclists the levels of people cycling to places of education, health and employment indicated in the survey are currently low. Stakeholder engagement also provided valuable insight from a range of areas including cycling groups, young people in Wisbech and equestrian representatives.
- 5.5 Core routes for each Fenland Town were mapped and a high-level audit carried out on each section. The resulting scheme recommendations from this work are set out in the strategy alongside improvement recommendations from the LCWIP and TIP.
- 5.6 This proposed version of the strategy is included in the appendix of this report for Cabinet to review for approval as Version 1.

6 Strategy Consultation

- 6.1 Should approval be granted on Sept 30th, the consultation is expected to take place in October and November 2021 with the aim that, following any required amendments, a Version 2 Fenland Cycling, Walking & Mobility Improvement Strategy will be submitted for adoption by FDC in early 2022.
- 6.2 Consultation delivery will be via an online survey available to anyone with internet access. Access to the consultation for those without internet access will be provided over the phone and via printed surveys.
- 6.3 Promotion of the consultation will be through printed news articles in the local press, social media posts (Twitter and Facebook), locally displayed posters and other media opportunities such as radio where possible.
- 6.4 Face to face options to promote the consultation will also be considered in line with current recommendations for events or gatherings.

7 Package of published walking and cycling schemes

- 7.1 Through the development of the proposed strategy a long list of scheme recommendations has been identified for the core routes within each market town. These recommendations have been compared with similar schemes already identified in the CCC Transport Investment Plan (TIP) and more recent Local Cycling, Walking Investment Plan (LCWIP).
- 7.2 To enable schemes to be taken forward as soon as funding is announced a number of the scheme recommendations have been put forward for approval to progress.
- 7.3 Many of these schemes have already been published through existing strategies and therefore have at least some public and stakeholder support. The schemes are listed below and details of those already published can viewed in Appendix 1 - page 20 - 24:
 - Chatteris
 - Bridge Street/High Street, - crossing improvements
 - Wenny Road, - crossing improvements and speed review
 - Whittlesey A605
 - Eastrea Road - crossing improvements east of Sir Harry Smith School.
 - North side of Peterborough Road and West End (from Crossway Hand to Whitmore Street controlled crossing): re-engineer footpath and existing grass verge and install missing dropped kerbs to provide all-weather route for cyclists, mobility aid users and pedestrians where feasible.
 - Whittlesey - NCN63 route:
 - New Road - signage improvements, crossing improvements and speed review
 - Stonald Road - signage improvements, crossing improvements and speed review
 - Off road link to Peterborough City Centre - signage improvements, lighting and CCTV provision
 - Route improvements from New Road to Turves to make NCN63 an all weather cycle route, together with signage improvements.

- Wisbech
 - Ramnoth Road, - shared use path extension using existing verges at front of CWA and speed review
 - Leverington Road, - path widening in proximity to Peckover school and crossing improvements
- Missing footpaths
 - Review footpath provision across villages to identify and (where possible) install missing sections. To include East Park Street, Church Lane and Doddington Road in Chatteris and in Wisbech along the Tesco side of Cromwell Road from the Tesco supermarket to South Brink.
- March
 - Shared use path extension from Lambs Drove to Wimblington, with appropriate signage.

8 Next Steps and timetable

- 8.1 Strategy - If supported by Cabinet this strategy will be adopted as Version 1. A public consultation will then take place in October and November 2021 with the aim that, following any required amendments, a Version 2 of the Fenland Cycling, Walking & Mobility Improvement Strategy will be submitted for adoption by FDC in early 2022.
- 8.2 Scheme Package - Pending approval of the suggested schemes, work will be undertaken during October and November 2021 to develop a costed package to ensure schemes are 'bid ready'. Funding announcements are expected shortly which will include deadlines for bid submissions.

9 Conclusions & Recommendations

- 9.1 **It is recommended that Cabinet support the proposed strategy and that it is adopted as Version 1.**
- 9.2 **It is recommended that Cabinet approve the selected published schemes to put forward for funding.**

Fenland District Council

PROPOSED FENLAND CYCLING,
WALKING AND MOBILITY AID
IMPROVEMENT STRATEGY 2021

Version 1

CONTENTS

Background.....	Page
Fenland Context.....	Page
Need for a Local Strategy.....	Page
Related Plans and Strategies.....	Page
Modes of Transport.....	Page
Methodology.....	Page
Work to Date.....	Page
Phased Approach.....	Page
Access to Work and Education.....	Page
Multi-mode Journeys.....	Page
Core Routes (Town Maps)	Page
Developing a Connected Network.....	Page
Encouraging Travel Choice and Reducing Other Travel Barriers.....	Page
Identifying Best Practice for Fenland.....	Page
Strategy.....	Page
Aims.....	Page
Objectives.....	Page
Core Policies.....	Page
Preferred Interventions.....	Page
Recommended Schemes.....	Page
Funding and Delivery.....	Page
Strategy Review.....	Page
Appendix.....	Page
Related plans and strategies.....	Page
Route recommendations.....	Page
Targets and measurables.....	Page

BACKGROUND

Fenland Context

Location

Fenland is located in Cambridgeshire and is situated north of Cambridge and east of Peterborough. The area is approximately 200 square miles in total and features mainly agricultural fen land. It is a rural and sparsely populated district, famous for its flat landscapes and big skies.

Population

The total population of Fenland is around 101,850 with the majority residing in or near to the four Fenland market towns of Chatteris, March, Whittlesey and Wisbech. Fenland also has a high percentage of older residents with around 30% of the total population aged over 60.

Deprivation and poor health

Based on the Index of Multiple Deprivation, Fenland is Cambridgeshire's most deprived district (ranking as 94th most deprived authority out of 326 nationally). Poor health is also a key issue for Fenland with the following key indicators significantly worse in Fenland compared to the England average:

- Life expectancy for men
- Levels of obesity amongst children
- Levels of physical activity amongst adults
- Levels of people diagnosed with obesity

Highway network

Due to the rurality of the area and the historic nature of the market towns that developed along the route of the river Nene, road links from town to village and onwards consist of a mix of fast and winding country lanes and busy (mostly) single carriageway A roads. Travel by road to connect to wider links is therefore often slow, especially in comparison to using rail.

Within towns the road network, particularly in the town centres, is also heavily constrained due to relative narrow streets, high parking demands and in some cases limited river crossings.

Due to the rural nature of the district there is a high dependency on motorised vehicles. There is also a high dependency on heavy goods vehicles (HGVs) due to the nature of the local economy. These issues make opportunities to reallocate road space for walking and cycling more limited and challenging. .

The need for a Local Strategy

Health Agenda & Climate Change

Encouraging more walking and cycling has long been recognised as a key objective to improving physical and mental health and to reducing carbon emissions to defend against climate change. However, Fenland has received limited funding for infrastructure provision to date and is therefore lacking a consistent walking and cycling network to build upon.

Piecemeal opportunities in the past have provided small scale route improvements across the district such as Elwyn Road (March) and Cromwell Road (Wisbech) shared use paths. However,

these are few and far between and require more time and investment as well as further improvement to create a good quality network of routes enabling walking and cycling to all key locations in each town.

Strategically, we have identified an overriding need to provide viable off-road cycle routes between our four towns, and between Whittlesey and Peterborough.

Even with a high portion of residents having no access to a car (20%) journey statistics show that the portion of journeys undertaken by foot or by bicycle within each Fenland town is relatively low. This is despite most journeys within each town being less than 1 mile (average distance from outer residential developments to town centre). These figures suggest more work is clearly needed to improve routes and encourage a shift to walking and cycling as the first choice of transport for short journeys.

Supporting Local Growth

Predicted growth for Fenland in the current Fenland Local Plan (May 2014) includes aims for around 11,000 new homes with large new housing areas on the edge of Wisbech, March, Chatteris and Whittlesey. Significant growth has been delivered since the plan was adopted especially in the villages and in Whittlesey. Plans for more new homes and increased employment opportunities are expected to be included in the emerging Fenland Local Plan to 2040.

With housing growth and development comes an increasing pressure on the highway network. While work is underway to understand and deliver necessary highway improvements to accommodate growing demand it is an important priority to ensure that unnecessary travel by car is minimised wherever possible to reduce congestion and lower vehicle emissions in our area.

Covid Recovery – Green Restart

The 2020-2021 global COVID-19 pandemic saw the entire country lockdown, with every individual (with the exception of essential workers) required to stay home to save lives. Essential trips permitted solely to access food, medicine and healthcare and central government encouragement to make use of the maximum one hour outside the home for exercise per day saw a large rise in walking and cycling uptake across the country.

Businesses have been put under extraordinary strain during the pandemic, with many, large and small, at risk of not surviving. To help avoid this and to keep emissions low by discouraging longer journeys a key message that continues is to 'shop locally'. Travel for such journeys is well suited to walking and cycling.

Funding Requirements & Criteria

To encourage and support the growing shift towards walking and cycling to continue the DfT released a series of funds in 2020 to enable Local Authorities to improve cycling infrastructure. Criteria for this funding included prioritising road space for walking and cycling and the creation of off road, segregated cycling routes.

Fenland achieved limited funding from the 2020 Active Travel Fund due to lack of options that prioritise road space. This highlighted the need to re-evaluate schemes identified for the area and ensure public support for recommendations.

It is the intention of this strategy to identify clear priorities and recommend schemes to address Fenlands previously low funding achievements for walking and cycling. However, due to the area's currently unavoidable reliance on motor vehicles for access to key services and longer distance journeys, this strategy will not consider recommendations that would increase pressure on the existing highway network.

Related Plans & Strategies

There are currently a range of existing strategies and adopted plans relating to walking and cycling that are relevant to Fenland. This document considers and incorporates key priorities across a number of these strategies, particularly those that support the needs and aspirations of our rural district. Identifying and including related objectives that align to the purpose of this strategy is an important part of developing a clear plan for infrastructure improvements and provides a strengthened case for schemes that may otherwise be overlooked.

Summary of Plan and Strategy documents:

Strategy / Plan	Key Points
National Cycling and Walking Investment Strategy 1 (2017) This details the Government's high-level aspirations for cycling and walking up to 2040.	Aims to increasing cycling activity; increasing walking activity; reducing the rate of cyclists killed or seriously injured on England's roads; and increasing the percentage of children aged 5 to 10 that usually walk to school.
Gear Change: A bold vision for walking and cycling in England (2020) This details how the Government will spend £2billion on increasing the number of people walking and cycling.	Vision for 'Gear Change' better streets for cycling and people cycling and walking at the heart of decision-making empowering and encouraging local authorities enabling people to cycle and protecting them when they do
National Cycling and Walking Investment Strategy 2 (2021) This second investment plan is to reflect the changes set out in Gear Change.	The announcement on the detail of this strategy is expect in Autumn 2021.
Local Transport Note (LTN) 1/20 (2020) This LTN provides guidance to local authorities on delivering cycle infrastructure.	This sets out details for planning for cycling space for cycling within highways junctions and crossings cycle parking and other equipment traffic signs and road markings construction and maintenance
Cambridgeshire and Peterborough Local Transport Plan (LTP) (2020)	The LTP includes objectives to Promote social inclusion through the provision

Strategy / Plan	Key Points
<p>This sets out the overall strategy for local transport infrastructure.</p>	<p>of a sustainable transport network</p> <p>Provide 'healthy streets' and high-quality public realm</p> <p>Support an increased number of walking trips</p> <p>Increase the number of cycling trips</p>
<p>Cambridgeshire Local Cycling Walking Investment Plan (LCWIP) (2021)</p> <p>This sets out transport infrastructure, services and initiatives required to support the growth of Cambridgeshire.</p>	<p>The plan includes a range of transport schemes within Fenland that require investment now or in future.</p> <p>These schemes have been considered as part of this strategies development and included within the recommended schemes.</p>
<p>Fenland Local Plan (adopted 2014)</p> <p>This sets out the policies and broad locations for growth and regeneration in Fenland.</p>	<p>Key aims and policies include</p> <p>Promoting and facilitating healthy lifestyles</p> <p>Providing and maintaining effective, sustainable and safe transport networks</p> <p>Deliver an integrated approach to transport that is sustainable and facilitates growth.</p> <p>Improves accessibility for everyone by all modes of travel.</p> <p>Deliver robust networks and facilities for walking and cycling.</p> <p>Prioritise schemes which complete gaps in the network, especially those that will encourage more local walking and cycling journeys.</p>
<p>March Area Transport Study (MATS) (2013 & 2020)</p> <p>This identified highway improvement to make travel easier in March by all transport modes.</p>	<p>The MATS work included a Pedestrian, Signage and Cycling Strategy for March (April 2020).¹</p> <p>This strategy has 3 area:</p> <p>Walking and cycling audits</p> <p>Safe routes to school audits</p> <p>Pedestrian and cycle signing audits</p> <p>These audits identified a range of interventions to improve walking, cycling and wayfinding. These have been included in the recommendations set out within this strategy.</p>

¹ [March Area Transport Study - Pedestrian, Signage and Cycling Strategy \(cambridgeshire.gov.uk\)](https://www.cambridgeshire.gov.uk/mats)

Strategy / Plan	Key Points
<p>Wisbech Access Strategy (WAS) (2017)</p> <p>This is a package of individual transport schemes that aim to improve the transport network in Wisbech.</p>	<p>The WAS schemes include a number of town centre transport projects aimed at improving the walking and cycling environment and linking infrastructure as part of multi modal journeys.</p>
<p>Rights of Way Improvement Plan (ROWIP) (2016)</p> <p>This is a Cambridgeshire County Council document that sets out how they will manage and improve the local rights of way network. It includes a Statement of Action and is part of the Local Transport Plan.</p> <p>More details regarding these strategies and key points relating to this strategy can be found in Appendix 2.</p>	<p>The main objective of the ROWIP is to manage, improve and promote a Public Rights of Way network as an integral part of a wider transport system.</p>

Modes of travel

Walking and Cycling

Shifting travel trends away from the private car to walking and cycling is proven to have many benefits for the area including promoting healthier lifestyles, reducing traffic congestion and improving air quality².

Many car journeys in Fenland are under 2km in length totalling around 25% of all car trips across Cambridgeshire³ and yet walking and cycling accounts for only 1% of journeys in Chatteris, Whittlesey and Wisbech and around 2% of all journeys in March 4.

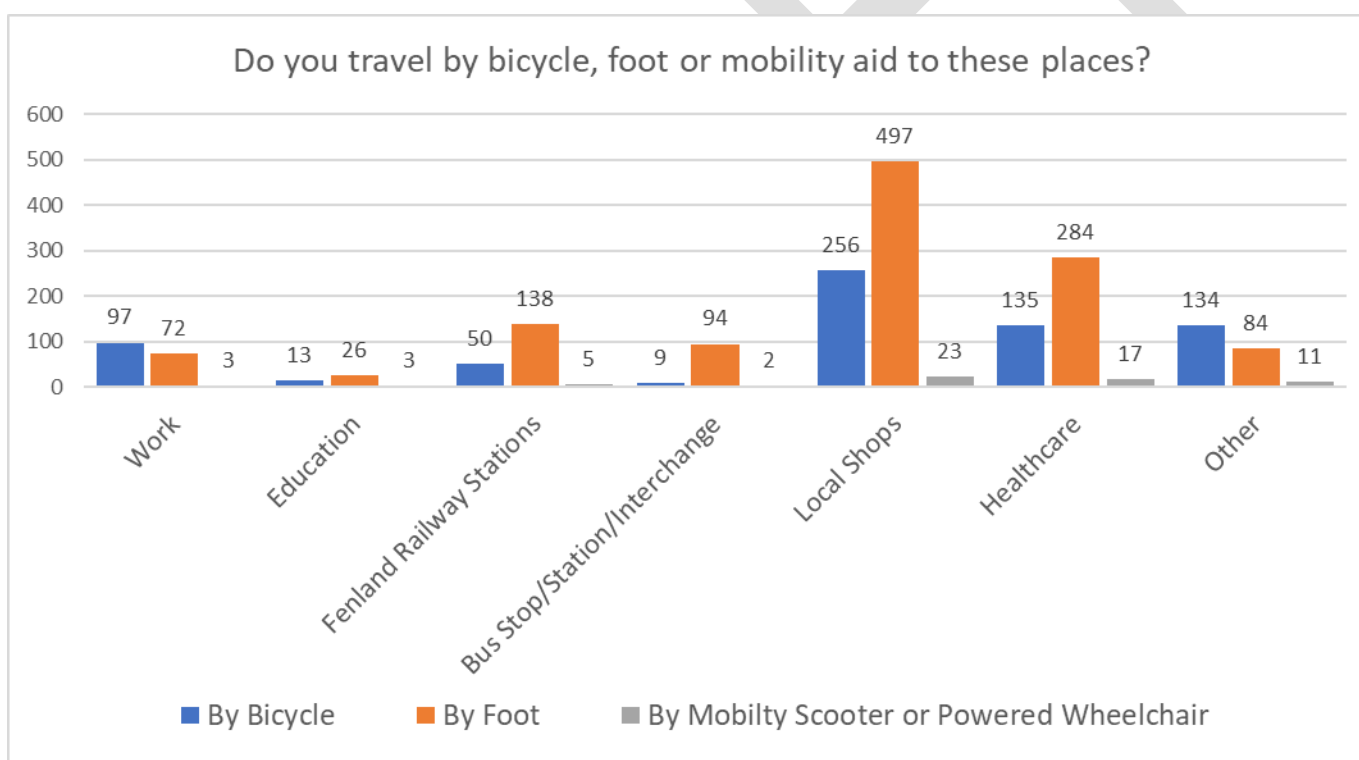
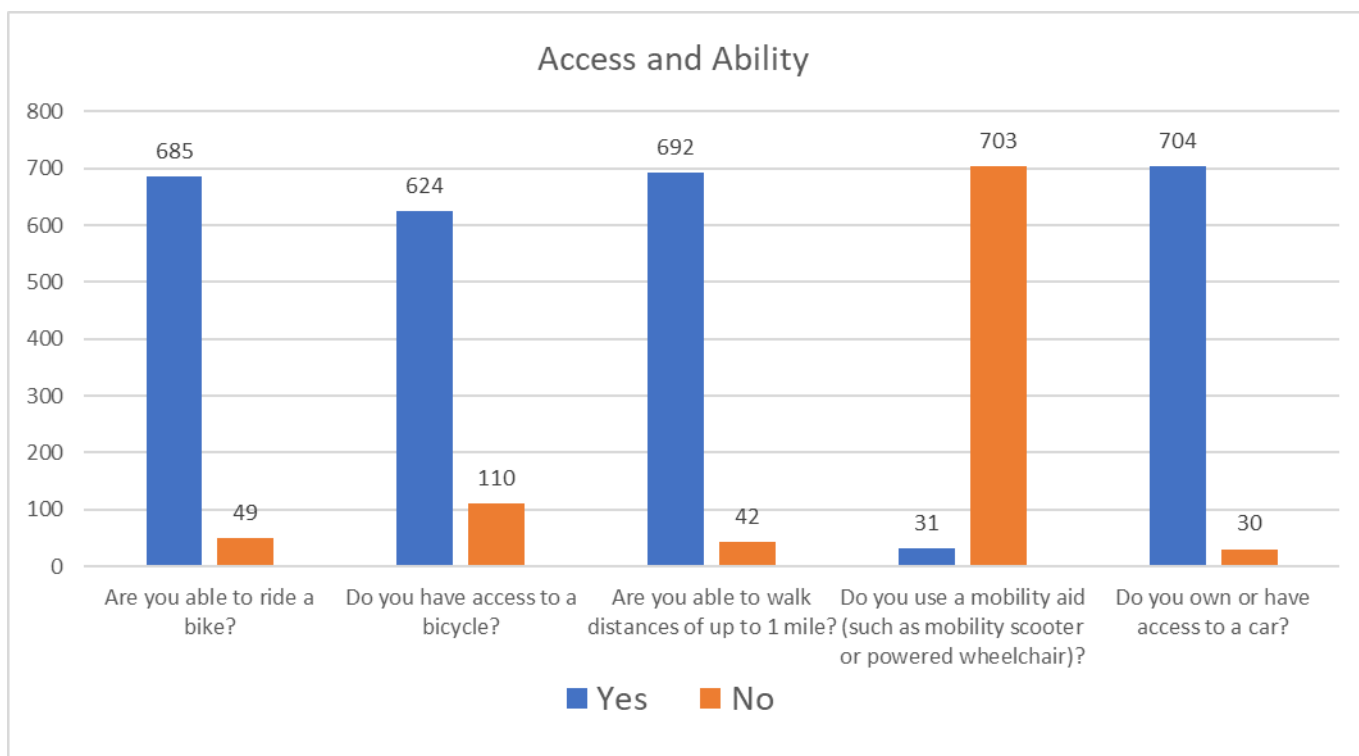
Prior to the pandemic, Fenland had a relatively low uptake in walking and cycling at around 4.9% modal share in 2019. This is expected to have increased during lockdown due to the stay at home messages but more needs to be done to continue this shift and embed walking and cycling as the first choice for short journeys.

Survey work undertaken as part of developing this strategy asked local residents and visitors to Fenland key questions relating to walking and cycling. 734 surveys were completed in total. The results relating to walking and cycling are as follows:

² Source: https://www.sustrans.org.uk/media/5949/bikelife19_greater-cambridge_web.pdf

³ Source: 2011 Census and Transport/Health JSNA

⁴ Source: CCC Traffic Monitoring Report 2019



Electric-assisted pedal bicycles (EBikes)

Ebike is the term generally used for pedal bicycles that include a small motor that provides additional power when cycling. In recent years, these have become increasingly popular and have been the subject of a number of trials introducing hire versions in towns and cities across the UK. This includes a current project in Cambridge and Huntingdon delivered by the Cambridgeshire and Peterborough Combined Authority (CPCA).

Ebikes are particularly useful for local journeys as they can make cycling accessible to people who might otherwise find it difficult, such as the elderly and those with health problems. By providing

motorised assistance an Ebike requires less physical effort to generate movement. This can enable cyclists to travel more quickly, reducing journey times, and make longer distance journeys more achievable.

A connected cycling network across Fenland could provide the opportunity for ebikes to be used instead of cars for journeys between towns and villages. This potential is particularly strong in Whittlesey where the NCN63 provides an entirely off-road route to Peterborough Town Centre. A journey that can be completed by ebike in as little as 20 minutes.

Ebikes, known as 'electric assisted pedal cycles' or 'EAPC's have the same legal standing as regular non-assisted bicycles - although users must be 14 years of age or over. There are specific criteria that separates EAPCs from other 'ebike like' machines such as speed-pedelecs or throttle controlled bikes. This criteria can be found at Electric bikes: licensing, tax and insurance - GOV.UK (www.gov.uk)

Mobility Scooters

Life expectancy has been gradually increasing year on year from around 75 years in 1990 to around 81 in 2020⁵. This means the population across the entire country is growing and also getting older. This is especially the case in Fenland as people are attracted to move to or remain in the quieter countryside for their retirement. This is one reason that mobility aid use, such as scooters or electric wheelchairs, is becoming increasingly prevalent.

There are a wide range of different mobility aids available. These provide essential opportunities for people with restricted mobility whether due to age related infirmity, ill health or disability. Enabling people to retain independence and active living regardless of their physical circumstance.

A license is not required to drive a mobility scooter or powered wheelchair, but other rules may apply depending on the type of vehicle. These can be found at Mobility scooters and powered wheelchairs: the rules - GOV.UK (www.gov.uk)

Unfortunately, due to the historic nature of Fenland market towns many streets and footpaths are not mobility aid friendly. This is something addressed in new developments where provision of dropped kerbs, path levels and widths are all carefully considered with accessibility in mind. More work is needed to understand where improvements can be made to existing routes to create better access and opportunities for mobility aid use.

Rail Travel

Fenland boasts three local railway stations, Manea, March and Whittlesea. These are served by three Train Operating Companies providing hourly and bihourly services to Peterborough, Ely and Cambridge. Additional direct services also include Stansted Airport, Ipswich and Birmingham.

Connection via rail is a major asset for the area, enabling fast and effective commuter links to major employment hubs such as Peterborough, Cambridge and London. Improving walking and cycling access to these assets is an essential part of this strategy.

Other path users: Equestrians

Horse riding is not considered to be a method of travel to access places of education and employment and is therefore not a transport mode this strategy is aimed at. However, riding is a

⁵ Source: [U.K. Life Expectancy 1950-2021 | MacroTrends](https://www.macro-trends.com/life-expectancy-uk-1950-2021.html)

very important activity in the rural community and must be considered for wider network links where byways and bridleways are in use. New links for connecting towns and villages to improve travel options on foot and by bicycle should also consider adding value by including access for other surface users such as equestrians.

Where improvements are recommended for routes that include equestrian use, their needs, particularly for surface types and available space must be carefully considered. This is especially important as walking and cycling improvements often require more solid, all weather surfaces which could be restrictive for horse riding. Equally, soft grass-based routes could be 'churned' by high levels of horse-riding use especially in winter months, making these inaccessible for walkers and cyclists. It is essential that a clear understanding of all user requirements and a delicate balance of interventions is considered for all multi-user routes.

METHODOLOGY

2.1 Work to date

On 17th November 2020 a report was presented to FDC Cabinet recommending funding the development of a Fenland Cycling, Walking and Mobility Strategy incorporating the findings from the March Area Transport Study Walking and Cycling Strategy (April 2020). This recommendation was approved along with a contribution from the Hereward Community Rail Partnership to develop the strategy.

The strategy project was overseen by the Transport and Access Group (TAG), with a Sub-Group of TAG members set up to review monthly progress. The TAG is made up of stakeholders from each Town Council, the Cambridgeshire and Peterborough Combined Authority, Cambridgeshire County Council, Sustrans and the Cambridgeshire Local Access Forum (LAF). This provided a wide-ranging representation to inform the development of the strategy.

A desktop review was undertaken in early 2021 to determine key walking and cycling routes in Chatteris, Whittlesey and Wisbech. This was also informed by an online public survey carried out through February and March 2021 and continuous stakeholder engagement throughout the development of the strategy.

Feedback was gathered through the survey and engagement relating to how local residents currently travel for short local journeys and their views on walking, cycling and mobility aid use in Fenland. The survey was very successful, achieving 734 responses (mostly cyclists) from residents, workers and students in and around Fenland. Stakeholder engagement also provided valuable insight from a range of areas including Cycling groups, young people in Wisbech and Equestrian representatives.

Core routes for each Fenland Town were mapped and a high-level audit carried out on each section. The resulting scheme recommendations from this work are set out in APPENDIX 2 alongside improvement recommendations from the LCWIP and TIP.

This Version 1 of the strategy has been developed for submission to FDC Cabinet in September for approval and adoption. This will then be put to public consultation later in 2021 with the aim that, following any required amendments, a Version 2 Fenland Cycling, Walking & Mobility Improvement Strategy will be submitted for adoption by FDC in early 2022.

2.2 Strategy Content

Phased approach

Initially, this strategy's main focus is to improve strategic cycle routes across Fenland, linking our four towns and linking Whittlesey to Peterborough. Additionally we recognise that there are key areas of missing pavement, especially in the villages outside our towns, which constitutes both a safety hazard and a barrier to walking as opposed to driving for local journeys. We seek to promote route connections both for pedestrians and for cyclists to and from residential areas to key locations for health, education, employment and leisure including where possible improved connectivity to the three Fenland Railway Stations.

The aim of this strategy is to prioritise strategic cycling and walking routes into and between our towns (and Peterborough) as well as providing missing pedestrian infrastructure. To achieve this a phased approach is needed and future strategy reviews will be programmed to expand on what has been delivered to date as scheme delivery is achieved.

It is recognised that within this initial phase of strategy route safety not only in towns but in villages must be a priority. Work will therefore be undertaken to identify 'missing links' where footpaths are needed and safety concerns reviewed in all areas of the district. In addition, to support existing longer distance walkers and cyclists while the wider network is developed, a cross sectioned core routes linking all four market towns will be prioritised.

An interlinked district of walking and cycling routes is a purposefully ambitious long-term aim which will depend on available funding and the opportunities to deliver infrastructure schemes. It is not expected that Fenland District Council will achieve this alone as there is much work to be done to catch the Fen infrastructure up to some of the current walking and cycling standards enjoyed by other parts of the country. It is therefore intended that by ensuring this strategy and the recommendations within it are well supported and clearly align with existing local and national objectives the schemes and projects can be taken forward by Fenland District Council or any relevant authority or appropriate organisation. Working together to make use of every opportunity will be key to the success of this strategy.

Access to work and education

To embed walking and cycling as the first choice for travelling short distances this strategy is specifically targeting routes to work and education within each town. By encouraging walking and cycling into our every-day essential journeys we aim to reduce car reliance and increase healthier choices when it comes to all journeys. This focus also has the additional and equally important benefit of improving access for people without a car. With better access opportunities for working and learning opportunities education and earning attainment can also be raised for more people.

Multi-mode journeys

Multi-mode journeys are undertaken by mixing walking and cycling with other forms of transport. This is significantly important to enable longer journeys to be achieved without the use of a car.

The three Fenland railway stations in particular link the district quickly and easily to major employment and education hubs like Cambridge and Peterborough as well as to the rest of England and the UK beyond. Train journey times are much faster than any road option across Fenland and with work underway to improve the three Fenland stations to encourage greater use and better service frequencies, this travel option is expected to be even more important in the future.

Access to bus services is also a key link for our rural towns, enabling onward travel to other destinations without the use of a car as well providing additional options for shorter journeys for those less mobile. Taking more cars off the road by using public transport not only reduces

congestion but supports these services which are often essential for those without access to private vehicle.

Recommending improvements to walking and cycling routes to these options for travel as well as promoting these sustainable transport modes is included within this strategy.

Town Maps (inc Core Routes).

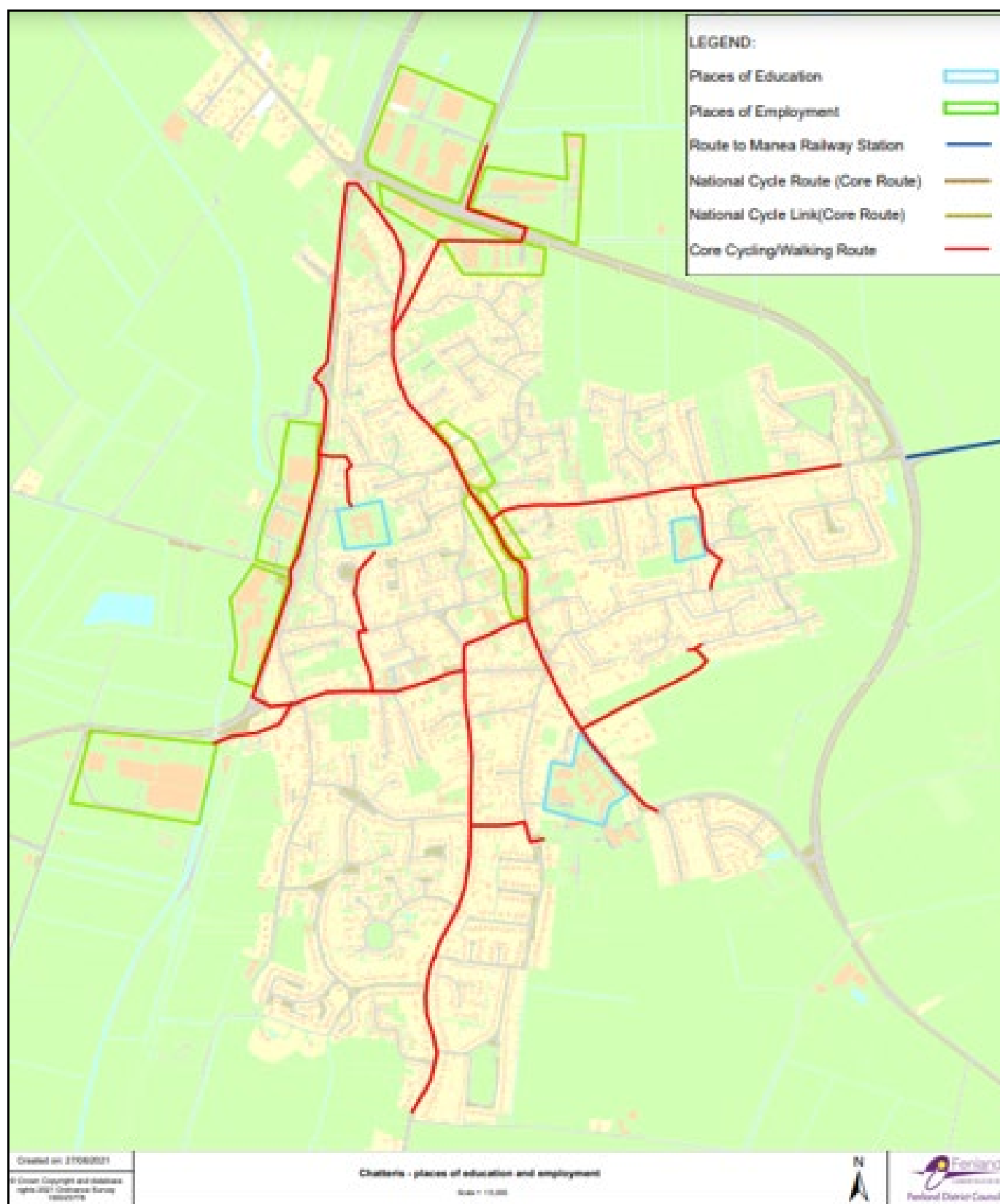
The following town maps show core routes within each town. These routes link the main residential areas with key locations for education and employment. They also highlighted on each map in green and blue. Leisure services, healthcare provision and retail opportunities are mainly within or near to an employment zone and are therefore included within the key locations.

The core routes have been selected through a mapping exercise to identify likely desire lines. These include direct routes and existing National Cycling Network (NCN) routes already in place. These have also been informed through feedback from town representatives. The identified routes provide the main connecting options for getting to and from the highlighted learning or employment zones. In addition, these routes have been linked in places to provide circular routes and improve the connection of the network.

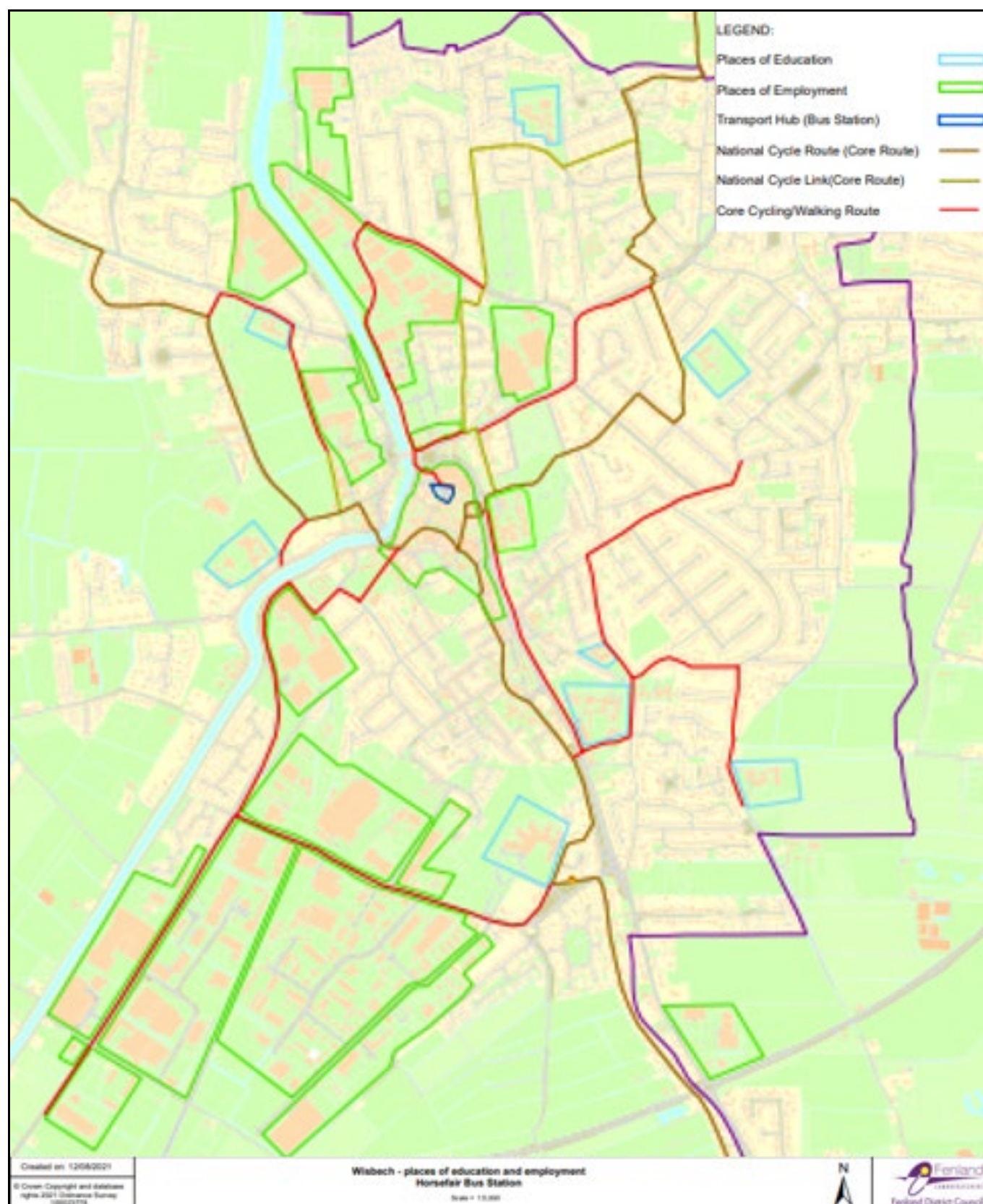
It is important to note that while the town map core routes have been identified as the most likely desire line for journeys this does not mean that every road or pathway is suitable for infrastructure improvements. This has been considered through initial route audits and alternative route options suggested where necessary.

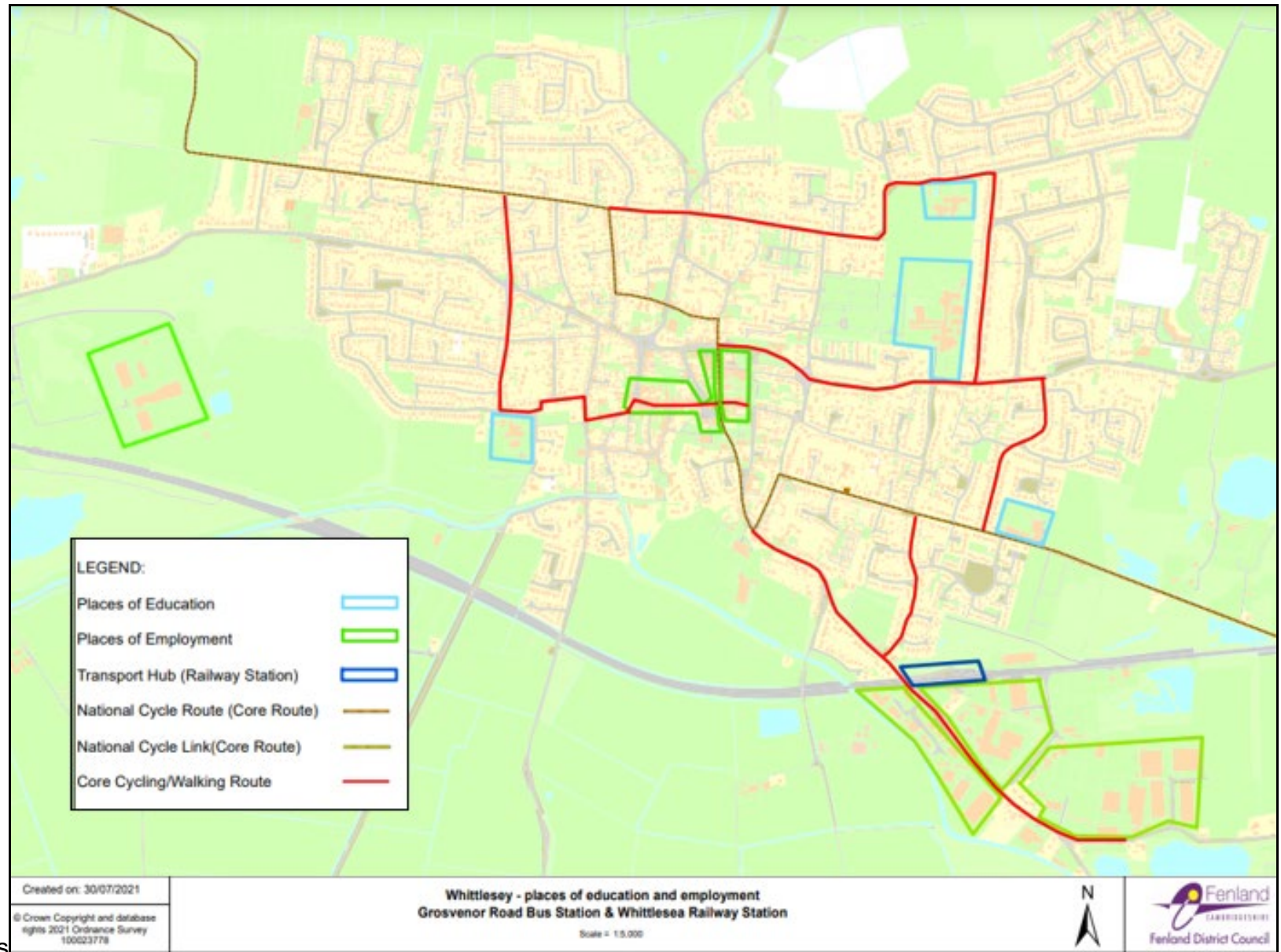
In addition to the town maps, a core route map is included below showing the linking routes between the four market towns which will also be a focus of this stage of the strategy. The core routes include the NCN which bisect the district linking Whittlesey, March and Wisbech. It also highlights a linking route from Guyhirn to March and potential links onwards to Chatteris.

1: Chatteris Core Routes



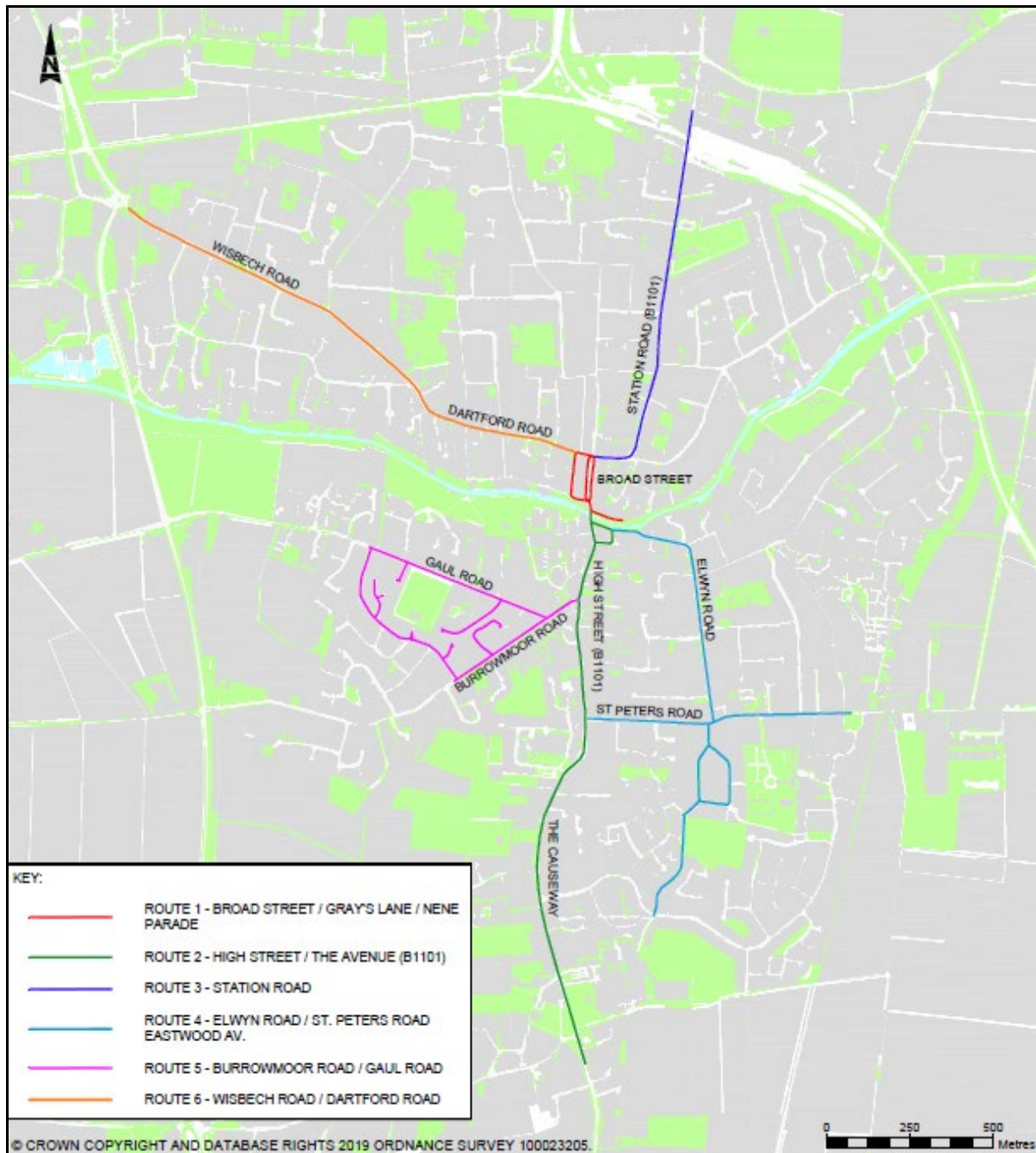
2: Wisbech Core Routes



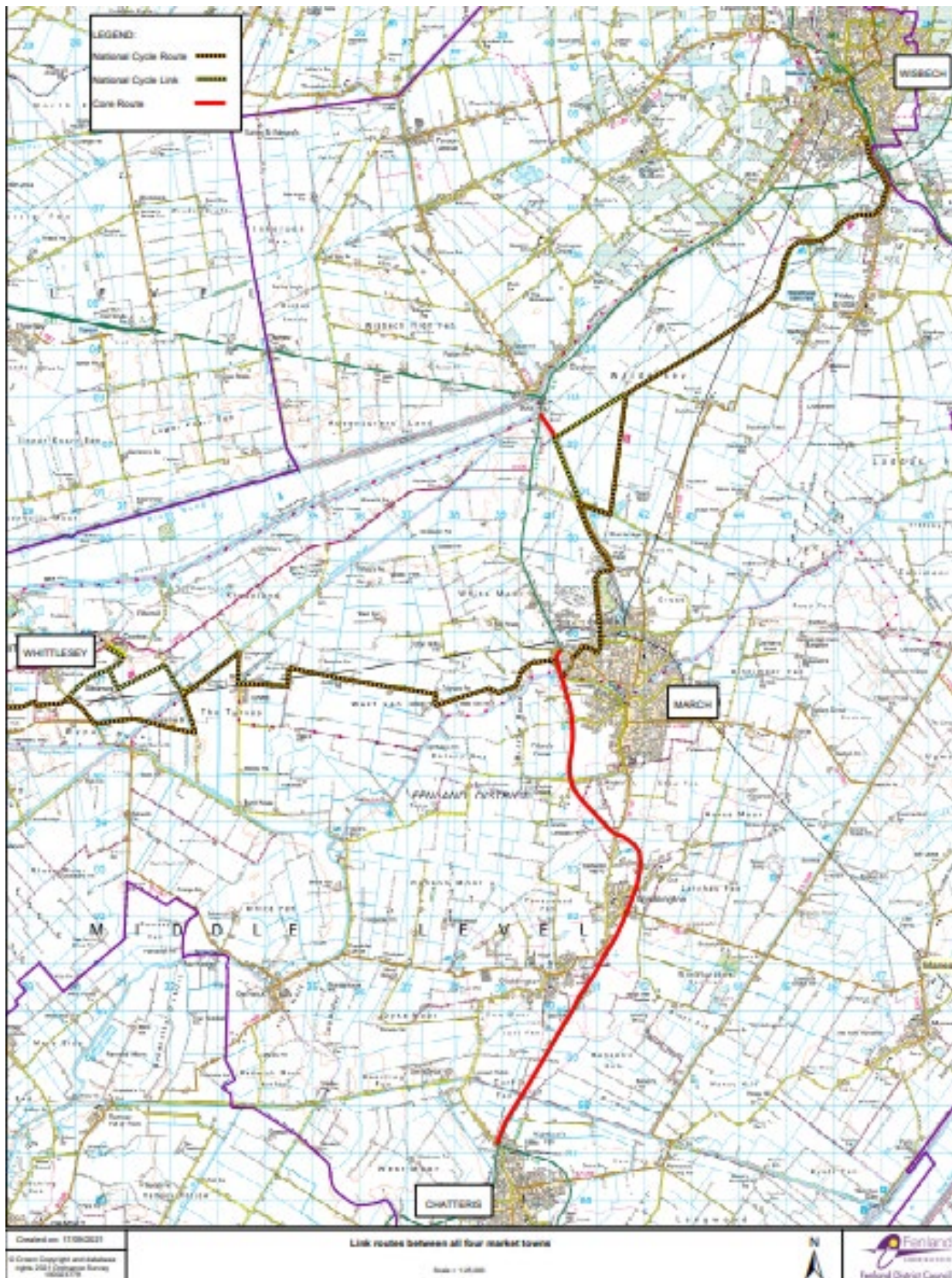


3: Whittlesey Core Routes

4: March Core Routes (MATS Strategy map)



5: Fenland Core Routes



Developing a connected network

Different areas of the district have different requirements and different constraints. This means that there is not a 'one size fits all' solution for developing a connected network. However, there are key elements to creating consistency across all routes. This is achieved by adopting an

overarching strategy with core objectives that can be applied in all instances. The objectives need to provide enough flexibility to ensure that even challenging locations can achieve realistic improvements and are not 'left behind' where resolutions are difficult. This high level, approved approach ensures identified schemes will be well supported and can compete for funding on a national level.

Encouraging travel choice and reducing other travel barriers

A good quality connected network of routes is not the only provision this strategy recommends to support and encourage walking, cycling and mobility in Fenland. While infrastructure is the most prominent requirement, promotion and encouragement also play an important part in changing travel behaviours.

Wisbech Travel Choices, Hereward CRP Promotion, Walk to School Week and other Personal Travel Planning projects have all been successful at achieving varying levels of modal shift. These methods should be part of a regular commitment in Fenland to embed walking and cycling as a priority for all. For cycling in particular, access to equipment is also key, as is provision of secure cycle parking facilities.

Issues around cycle theft and vandalism have been highlighted by a number of members of the public through the engagement exercises undertaken for this strategy. Public responses to the strategy engagement suggest this to be particularly prevalent in Wisbech.

This is supported by statistics published at www.police.uk which shows the reported bike thefts are as follows:

Area	Total thefts reported in the last year*	Total thefts reported in the last 3 years
Wisbech	78	250
March & Chatteris	20	124
Whittlesey	4	23

* June 2020 and June 2021

Identifying best practice for Fenland

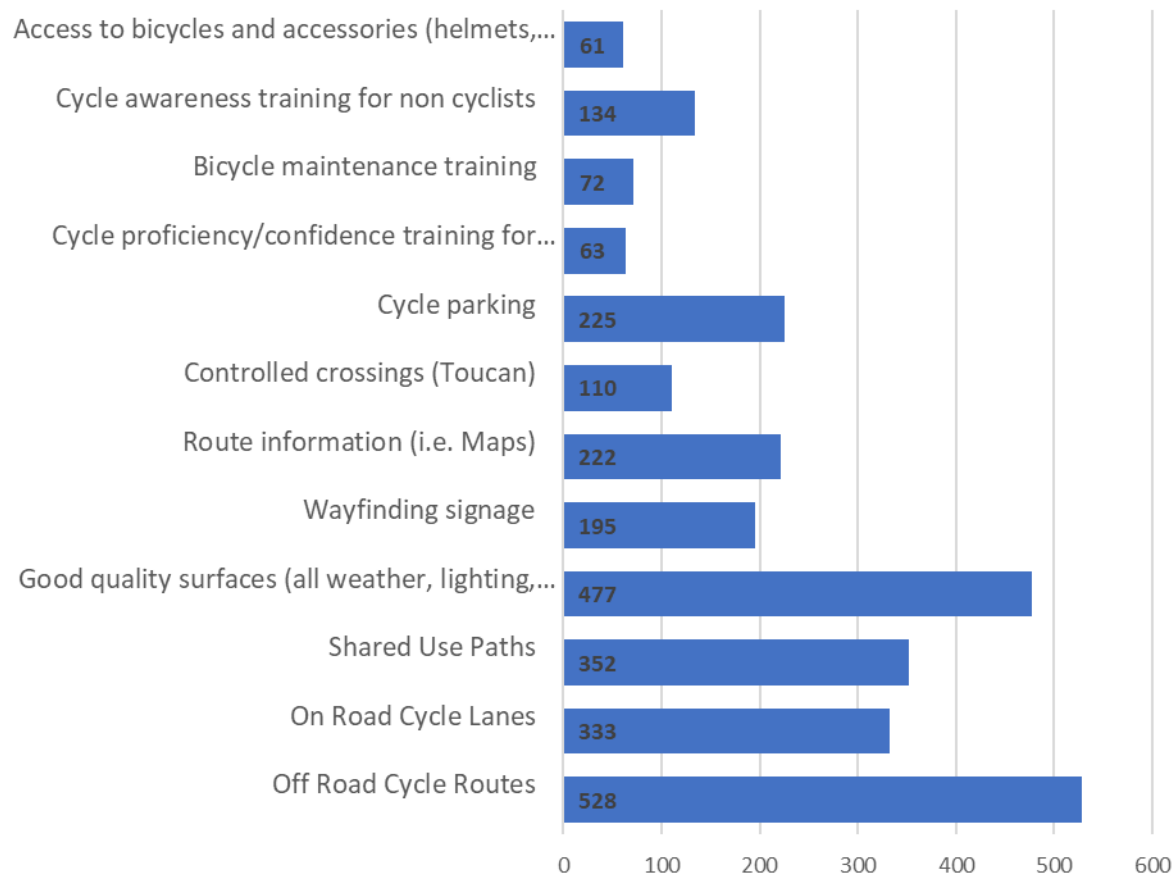
In early 2021 an online survey was undertaken to gather key information and opinions relating to walking, cycling and mobility scooter use in Fenland. Almost all participants stated they either live, work or access education in Fenland with a few (1%) living/working nearby.

Questions asked in the survey included 'Do you travel to work/education/shops/Fenland Railway Stations on foot or by bicycle' and 'What would encourage you to walk/cycle more?'.

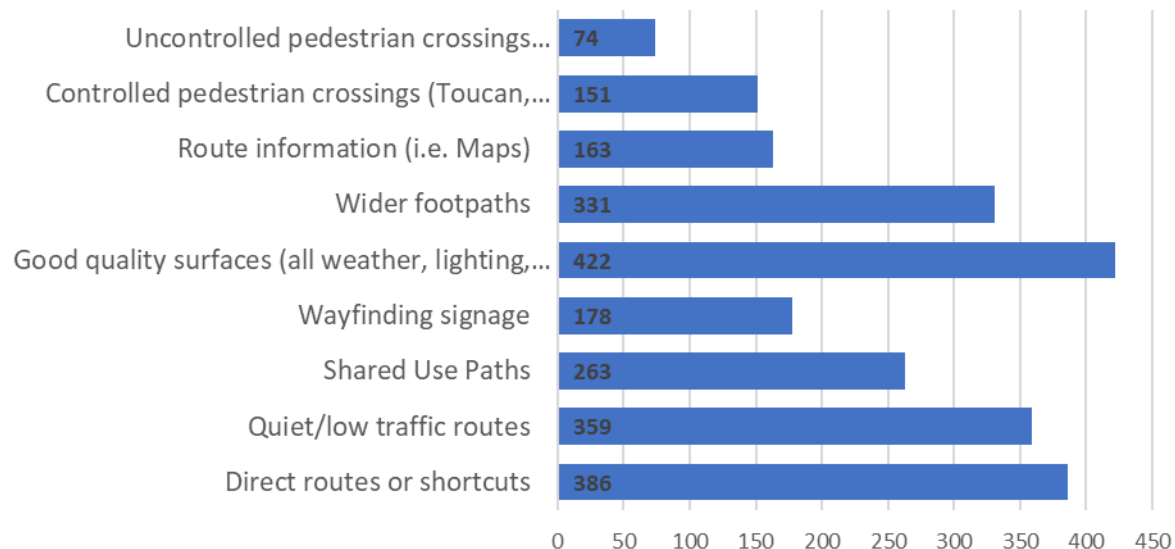
Of all the 734 respondents 685 stated they were able to ride a bike and 692 stated they were able to walk distances of 1 mile with only 30 stating they did not have access to a car. Most participants stated they accessed some local services either on foot, by bicycle or using a mobility scooter with access to local shops being the most popular journey.

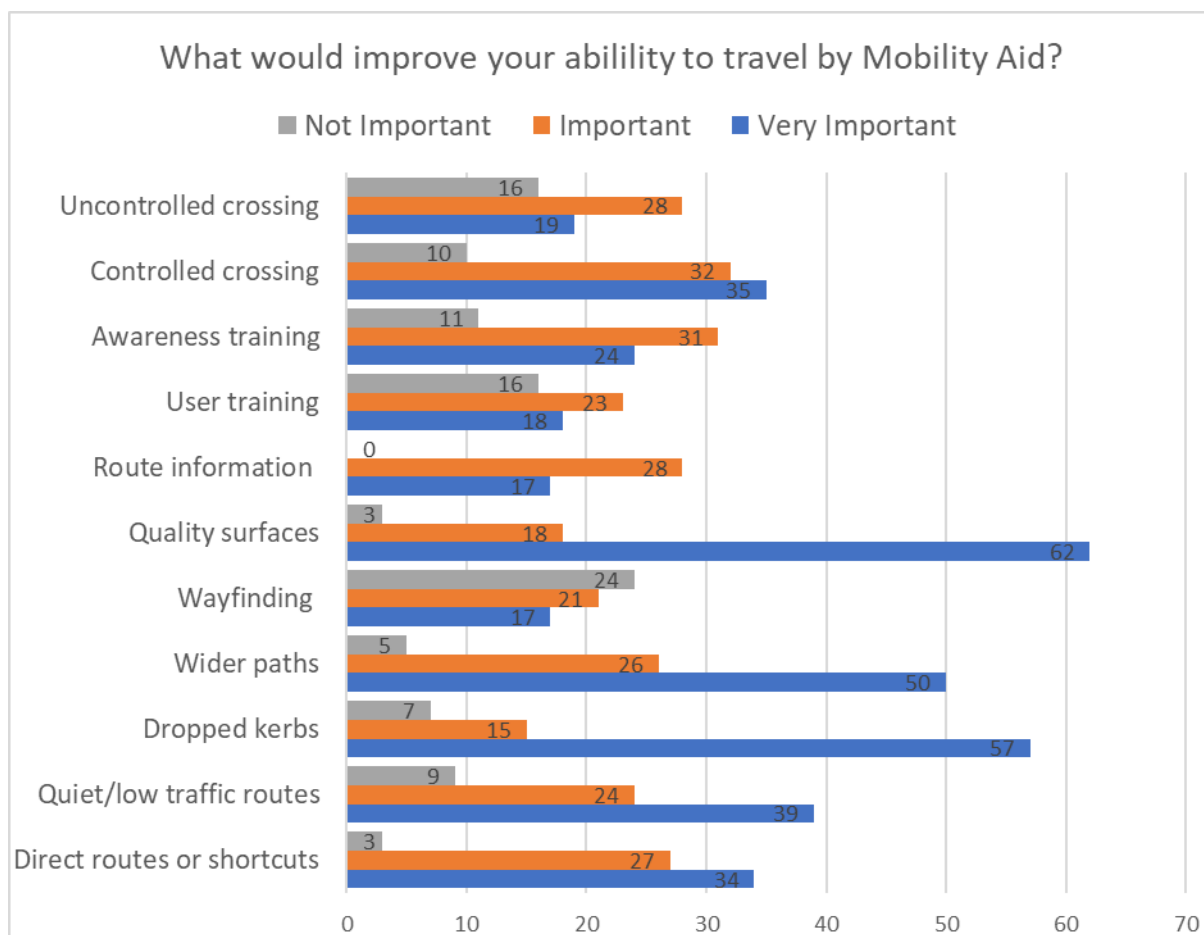
Using the responses from the survey the following information has been collated to show the most popular interventions local residents, workers and visitors feel would help them choose to walk or cycle more or provide them with better mobility scooter access.

What would encourage you to travel by bicycle?



What would encourage you to travel more by foot?





STRATEGY

Fenland Cycling, Walking and Mobility Improvement Strategy

This strategy sets out Aims, Objectives and Core Policies for developing a connected cycling and walking network in Fenland. The strategy includes a comprehensive list of recommendations for infrastructure improvements for core cycling and walking routes in each Fenland town. The following chapters provide the full details of the strategy.

Aim

To achieve a greater level of walking and cycling for people of all ages and abilities across Fenland. Through the development of a safe and integrated route network focussing on access between and into the market towns, to improve safety in both towns and villages and connect strategic corridors between major settlements.

Objectives

Core objectives essential to the success of this strategy:

Place – create the best conditions and infrastructure for walking, cycling and mobility aid use across Fenland particularly for access to places of education, employment, health care and essential services.

People – ensure everyone (all ages and abilities) have access to good quality routes that feel safe, giving them confidence to make walking and cycling their first choice for local journeys..

Promotion – Aid and encourage opportunities for access and mobility through a range of methods that demonstrates freedom, health and wellbeing through local travel

Core Policies

Place

Create a high-level strategy for a consistent and connected network of cycling and walking routes between and into each Fenland town to link residential areas with places of education and employment. To address safety gaps in the rural network and develop a core route link across Fenland.

This will be achieved by the development of this strategy and include a regular programme of review to ensure policies and scheme recommendations remain up to date and in line with public requirements and related strategies such as the emerging local plan.

Develop walking and cycling exemplar infrastructure within our Market Towns, resolve safety gaps in villages and enhance core route links across Fenland.

This will be achieved by identify gaps in the network and recommendations for existing routes including improvements to facilitate better access for mobility aid users.

Addressing safety concerns for walkers and cyclists.

actively sourcing funding opportunities for scheme delivery

enabling supporting infrastructure such as cycle parking

Maintain a consistent and ongoing approach to network improvements relating to walking and cycling routes and access to places of education, employment and health.

This will be achieved by regularly reviewing route and network requirements and publishing a list of approved scheme recommendations. This list can be used by any relevant local authorities or highway providers for scheme funding.

People

Enable walking and cycling in safety and confidence for people of all ages

This will be achieved by education and training, providing access to equipment such as bicycles or safety items such as hi-vis wear.

Facilitate opportunities to travel and demonstrate making local walking and cycling journeys

This will be achieved by supporting integrated transport journeys especially to railway and bus stations, promoting routes and providing cycling and walking maps.

Encourage mobility and walking and cycling as a first choice for local journeys.

This will be achieved by championing solutions to support the use of mobility aids, supporting walking and cycling for health schemes, access and links to green spaces and corridors and leisure routes

Promotion

Communication through a range of mediums and media to promote routes and opportunities for local travel

This will be achieved by cycling and walking map development, highlighting travel options for festivals and events and participating in local and national sustainable travel promotions.

Commission and deliver exemplar mobility projects and good practice examples

This will be achieved by the delivery of special projects to promote walking, cycling and mobility e.g. Whittlesey Heritage Walk, working with other projects to promote healthy living and activities to promote user safety, considerate behaviour and how to report highway/infrastructure faults

Evaluate cycling, walking & mobility aid requirements across Fenland and evidence progress against strategy targets.

This will be achieved by developing a customer centred evaluation and review process. To include discussion about progress with the community and local stakeholders, particularly understanding the needs of mobility aid users. This will provide ongoing opportunity for public focused support and responses, user feedback, route audits, and culminate in a published report to demonstrate progress

Preferred Interventions

Based on the preferred interventions indicated by responses to the 2021 survey and the deliverable schemes most likely to be achievable for the core routes (As set out on the town maps) this table sets out preferred options for physical improvements:

Walking & mobility scooters (all routes)	Cycling	School areas
Provision of dropped kerbs at every junction and crossing point to enable mobility aid use.	Explore potential for segregated cycle lanes – providing infrastructure separated from road and footpath users.	Path widening to accommodate high footfall at peak times.

Path widening to accommodate increasing footfall and enable mobility aid use	Explore potential for shared use paths – providing safer cycling options away from the road.	20mph zones to slow traffic and improve safety.
Revision of junction widths or provision of pedestrian refuge to aid crossing for all users	Improve route signage, particularly along all NCN routes to promote use and improve wayfinding.	Off road cycle lanes providing safe routes to school away from traffic.
Provision of controlled crossings on busy routes & review of crossing timings to enable and prioritise crossing users.	Provide safe & convenient cycle parking to improve confidence in travel by cycling and protect property	Provide on road advisory cycle lanes where shared use or segregated paths are not possible –raising the awareness of other road users.

Surface quality features highly across all the survey responses and is a regular topic for complaint for all road users. Upgrades to routes can resolve issues for an initial period of time, however, long term maintenance needs to be factored into each scheme. Opportunities to secure funding, relevant resources and a regular programme for the ongoing maintenance of new or improved infrastructure should be carefully considered within or alongside any funding bid. This is necessary for all sites regardless of whether they are on the public highway or in other ownership.

Identified Schemes/recommendations

Route audits were undertaken along each core route set out in the Town Maps (page XX to XX). Each route was assessed for:

- opportunities to widen paths for pedestrians and mobility aid users
- missing sections of footpath
- dropped kerb provision
- potential for crossing improvements
- potential for segregated cycle lanes or shared use paths
- adequate signage

The recommendations were then prioritised based on the following:

- Potential quick wins
- Routes likely to benefit the most users
- Schemes included in the LCWIP or CCC TIP
- Routes to school
- Routes to transport hubs (bus & train)
- Existing NCN routes

The schemes identified for potential further investigation are listed below:

CHATTERIS	
Location	Recommendations
Fenland Way A141	<ul style="list-style-type: none"> * Explore options for widening footpath north of travellers site entrance, including options for safety barrier provision. * Install missing footpath between Jacks roundabout and travellers site entrance, including option safety barrier provision. * Explore options to improve pedestrian crossing of A141/A142 roundabout - potential refuge improvement or controlled crossing. * Explore options for improving ped crossing at Staincraft.
Bridge Street / High Street	<ul style="list-style-type: none"> * Review parking provision on pinch points along route * Provide safe walking route across Apple Petrol Station entrance. * Explore footpath widening consistently along entire route * Ensure dropped kerb provision at each junction and crossing point. * Review Dock Road junction crossing island - ensure dropped kerb provision.
Wenny Road (Cromwell College)	<ul style="list-style-type: none"> * Investigate requirement for provision of footpath across Sixth Form access/drop off point. * Explore option for on road advisory cycle lanes (particularly in proximity to Cromwell Community College) * Investigate options for 20mph school zone.
Wenny Rec path	<ul style="list-style-type: none"> * Explore options to split existing path to include a segregated cycle path (investigate reasons for 'no cycling' signage) * Provision of solar studs to improve route safety during winter months.
Burnsfield Street (Kingsfield Primary) / Station Street (link path)	<ul style="list-style-type: none"> * Explore options to limit vehicle access to Burnsfield Street during peak (school run) times. * Explore option for 20mph school zone on Station Street. * Review crossing provision along route to school - see LCWIP recommendations

The table below for March details the priority 1 recommendations from the March Area Transport Study (MATS) Walking & Cycling Strategy 2020. This strategy has been incorporated into this document as the recommendations for March. A full list of MATS recommendations is currently being assessed by the MATS team. Once this work is complete the updated list of recommended schemes for March will be added to this strategy.

The Stage 1 MATS Walking & Cycling Strategy (2020) including audit results and scheme recommendations can be viewed online at [March Area Transport Study - Pedestrian, Signage and Cycling Strategy \(cambridgeshire.gov.uk\)](https://www.cambridgeshire.gov.uk/mats)

Location	MATS Strategy Priority 1 Recommendations (UNDER REVIEW)
----------	---

Location	MATS Strategy Priority 1 Recommendations (UNDER REVIEW)
High Street / The Avenue / The Causeway (Neale Wade Academy)	<p>Install a footway on section of High Street across entrance to Chapel Street shared footpath, to join up with the existing pavement on the section of High Street from the entrance to Cromwell Hotel to the premises occupied by Leonardo's Pizza. Install dropped kerb access for cyclists and mobility scooters on the section across the entrance to the Chapel Street foot and cycle path.</p>
Station Road / Elm Road	<p>Resurface pavements, provision of tactile paving and dropped kerbs at the junctions of Station Road with Norwood Avenue, St John's Road, Milner Close, North Street, Alpha Street, County Road, Queens Street and Thornton Road.</p> <p>Improve pedestrian crossing facilities on Station Road by Creek Road. The central refuge should be redesigned to create a direct crossing facility to serve the high footfall of pedestrians accessing Sainsbury's car park at this location. This proposal could be delivered as part of the FHSF bid.</p> <p>Assess options for providing cycling infrastructure along Station Road, with shared use footway.</p> <p>Provide a more direct cycle route linking Station Road with Neale Wade Academy and south east March, via St. John's Road, Wigstone's and the footbridge to the south of the River Nene.</p>
Elwyn Road / St Peters Road / Eastwood Avenue	<p>Improve the condition of the footpath on Eastwood Avenue.</p> <p>Improve pedestrian crossing facilities on Elwyn Road, from junctions with Deerfield Road and Badgeney Road.</p> <p>Examine the need for a controlled crossing facility across Cavalry Drive, by the back entrance to Neale-Wade Academy.</p>
Burrowmoor Road (Burrowmoor Primary) / Gaul Road	<p>Tactile paving and dropped kerbs need installing at the following locations: Burrowmoor Road / Ellingham Avenue, Gaul Road / Ellingham Avenue, Ellingham Avenue / Sycamore Close, Gaul Road – Gaul Park and The Chase access.</p> <p>Review lighting provision on off-street paths, especially on the Chase Path and through Gaul Park.</p> <p>Investigate options for installing a pedestrian crossing facility on Burrowmoor Road within proximity to the school.</p>
Wisbech Road / Dartford Road	<p>Improve pedestrian crossing facilities at the junction of Wisbech Road and Norwood Road.</p> <p>Install pedestrian crossing facilities along Dartford Road, including to Lidl supermarket.</p> <p>Install island refuge crossing facilities to aid pedestrian and mobility scooter accessibility across the B1099 corridor.</p>

Location	MATS Strategy Priority 1 Recommendations (UNDER REVIEW)
	<p>Install pedestrian crossing facilities at the A141 / Peas Hill roundabout. Costed for Wisbech Road arm of junction.</p> <p>Improve junction crossing facilities, with provision of dropped kerbs and tactile paving, across the following side roads: Prince's Walk, Gordon Avenue, Westwood Avenue and Rookwood Road.</p> <p>Incorporate cycling infrastructure along the B1099, including cycle lanes either on-carriageway, or through a shared footway, providing cyclists with a safe and direct route to Tesco and the Industrial Park.</p>
NCN63 Longhill Road / Hundred Road / Norwood Road	Cycle lanes to be included in the Northern Industrial Link Road.
Upwell Road / Cavalry Drive (Cavalry Primary & Neale Wade Academy) / Breton Avenue	Install dropped kerbs and tactile paving across all side road junctions with Cavalry Drive, close to the school.
County Road (All Saints Academy)	<p>Examine the need for a controlled crossing facilities on County Road, close to junction with All Saints Close</p> <p>Repair the Belisha beacons on zebra crossing in All Saints Close</p> <p>Turn around incorrectly facing 'Give Way' sign at exit of All Saints Close.</p>

WHITTLESEY	
Location	Recommendations
NCN63 Stonald Road	<ul style="list-style-type: none"> * Explore options to reduce traffic speeds, including 20mph zones and safety cameras. * Ensure dropped kerb provision on every junction * Reduce foliage overhanging paths * Review & improve NCN signage * Explore options for on road cycle lanes * Review junction widths at Northgate, Low Cross and opposite 187 Stonald Road to aid ped crossing * Explore options to increase pedestrian waiting area on all 4 arms of T junction with Bassenhally Road, Delph & East Delph * Review pedestrian waiting and green man times.
Plough Road / Hallcroft Road / Park Lane (Park Lane Primary)	<ul style="list-style-type: none"> * Explore option for cycle lane contraflow on Plough Road one way section - possible widening of footpath to provide section of dual use path linking to controlled crossing on A605 * Ensure dropped kerb provision on each junction and crossing point. * Review junction width and island refuge provision at Hallcroft Road/A605 junction.

WHITTLESEY	
Location	Recommendations
	<ul style="list-style-type: none"> * Explore options to widen footpath along route where possible using existing verges. * Explore options for 20mph school zone (Park Lane)
NCN63 Windmill Street / Gracious Street / High Causeway	<ul style="list-style-type: none"> * Review & improve NCN signage * Ensure dropped kerb provision on every junction and crossing point * Review issue of parked cars blocking footpaths * Explore provision of on road advisory cycle lanes * Review junction of Gracious Street/Orchard Street - potential to adjust width or provide refuge to aid crossing. Consider/improve cycle access to Toucan crossing. * Explore potential to provide section of dual use path at A605 to link to existing controlled crossing. Upgrade crossing to Toucan. * Explore options for cycle lane along pedestrian section of High Causeway linking to Station Road. Explore potential to upgrade zebra crossing to Station Road for cyclist use.
Eastrea Road (Sir Harry Smith College)	<ul style="list-style-type: none"> * Explore options for widening path for dual use using existing footpath * Ensure dropped kerb provision on every junction * Reduce ped crossing distances on junctions where possible * Explore option for additional A605 ped crossing east of Sir Harry Smith Community College
Bassenhally Road / Drybread Road (Aldermans Primary) / Coronation Avenue	<ul style="list-style-type: none"> * Explore potential for traffic calming on Bassenhally Road * Ensure dropped kerb provision on every junction * Explore advisory on road cycle lanes or opportunity to widen path for dual use * Widen footpath in front of Aldermans Primary school. * Explore options for on road advisory cycle lanes * Explore options to widen footpath on Coronation Avenue - investigate potential for dual use path * Review Coronation Road/Victory Avenue junction to improve ped crossing. * Reduce foliage encroaching on paths * Review junction at Coronation Road/Drybread road and Coronation Road/A605 to improve ped crossing.
NCN 63 Inhams Road / New Road (New Road Primary)	<ul style="list-style-type: none"> * Explore options to widen footpath – particularly outside school. * Explore options for on road cycle lanes. * Review & improve NCN signage. * Review & improve school approach signage. * Ensure dropped kerb provision on every junction & crossing point. * Review crossing facilities to access New Road Primary school * Explore options for 20mph school zone and safety cameras
Station Road (NCN63)	<ul style="list-style-type: none"> * Ensure dropped kerb provision at each junction and crossing point. * Explore options to adjust junction width or provide refuge at Inhams Road and Aliwal Road * Widen footpath where possible using available verge space.

WISBECH	
Location	Recommendation
NCN63 Beechwood Road / St Michaels Avenue (Orchards Primary) / Bath Road	<ul style="list-style-type: none"> *Review NCN signage & improve where necessary *Ensure dropped kerbs provision at every junction & crossing point *Explore potential for 20mph school zone (Orchards Primary)
NCN63 Old Market Place / Chapel Road / Harecroft Road	<ul style="list-style-type: none"> *Review NCN signage & improve where necessary *Explore provision of shared use path along eastern side of Harecroft Road *Ensure dropped kerb provision on each junction and crossing point *Explore opportunity to reduce junction width or provide ped island on Pickards Way and Summerfield Close *Provide clear pedestrian route along frontage of Dawbarn & Sons *Improve link path signage (from Chapel Road car park) & review lighting. Provide safe ped route through car park
Horsefair / Freedom Bridge / Nene Parade / Osborne Road / Mount Pleasant Road	<ul style="list-style-type: none"> *Review parking provision & HCV park/waiting area to reduce on street parking or parking on footpath on Nene Parade (port area) *Review footpath provision on Nene Parade (port area) *Explore options for provision of shared use paths on Mount Pleasant Road and Nene Parade *Provide contraflow cycle lane on Nene Parade & formalise path to shared use up to Boat House *Explore option for crossing refuge on Horsefair arm of Freedom Bridge roundabout *Explore improvements to ped refuge on Nene Quay arm of Freedom Bridge roundabout *Explore options for secure cycle parking (potential cycle pods)
NCN63 Church Terrace / West Street / Elm Road (Elm School) / Elm Low Road	<ul style="list-style-type: none"> *Review NCN signage & improve where required *Explore options for 20mph school zone at Elm School including along West Street. *install segregated cycle lanes on Elm Road on Churchill road side (reducing road width) *Ensure dropped kerb provision on every junction & crossing point. *Reduce vegetation overhanging footpath. *Review potential for ped/cycle crossing to link with Churchill Road controlled crossing with access to Thomas Clarkson Academy. *install dual use path on east side of Elm Road to link to access to Thomas Clarkson.
Churchill Road (path link - CWA) / Ramnoth Road (Ramnoth Primary) / Norwich Road	<ul style="list-style-type: none"> *Continue shared use path from Cromwell link along Ramnoth Road towards CWA & Ramnoth Primary (widen path using grass verge) *Explore potential for 20mph school zone *Review lighting provision on Elizabeth Terrace and wayfinding signage. *Formalise cut through path to Elizabeth Terrace (opposite Money Bank junction.) *Review & improve school signage where necessary

WISBECH	
Location	Recommendation
	<ul style="list-style-type: none"> *Review width or provide pedestrian refuge on Money Bank junction *Extend shared use path on Norwich Road from Clarkson Avenue to Ramnoth Road - reduce road width where required. *Review crossing provision on Norwich Road *Ensure dropped kerb provision at every junction & crossing point *Reduce foliage/growth blocking path
Lynn Road	<ul style="list-style-type: none"> *Provide shared use path along south side of Lynn Road using existing space and grass verges between Lerowe Road & Freedom Bridge roundabout - investigate options for provision around 'pinch point' at Mount Pleasant traffic lights. *Reduce vegetation overhanging footpath *Ensure dropped kerb provision at every junction and crossing point. *Review crossing provision or requirement for additional refuge islands.

The full list of recommendations for routes identified in the core route maps and the related LCWIP and TIP schemes is included in Appendix 2.

Schemes to improve the A141 (Guyhirn to Chatteris) off carriageway provision for pedestrians and cyclists, and to improve the NCN63 from Peterborough to Wisbech will be strategic priorities within this strategy, although it is appreciated that these schemes are of such a size that they will be unable to be delivered within a single programme. Priorities within the strategic cycling network are, in order (1) Peterborough to Whittlesey, (2) Peas Hill Roundabout to Mill Hill Roundabout and (3) Whittlesey to Turves.

Other specific schemes prioritised by members include missing footpath provision in East Park Street, Church Lane and Doddington Road in Chatteris and, in Wisbech, on Cromwell Road (between the Tesco Supermarket and South Brink). In Whittlesey, re-engineering the existing grass verge and footpath on the north side of the A605 between Crossway Hand and the Whitmore Street Controlled crossing to make it fit for purpose in all weathers for pedestrians, mobility vehicle users and, potentially, cyclists is also a member prioritised scheme. In March, there is member support for the Lambs Drove to Wimblington route to be prioritised for multi-modal active travel.

Funding and Scheme Delivery

Various levels of funding are required to deliver the work identified in this strategy.

For the walking and cycling network improvements listed above and in Appendix 2 funding is needed for the following delivery phases:

- Scoping and feasibility
- Design work – Prelim, Draft, Detailed
- Construction

For other work such as engagement, community and education projects, initial and ongoing funding is also required.

This strategy provides the baseline information needed to support schemes and proposals. This includes enabling funding applications and bids to be submitted to take work forward.

Funding for this is expected to be achieved through a number of routes including but not limited to:

- Capability Funding – this is administered by the DfT and replaces the LSTF and Active Travel Fund
- CCC Transport Investment Fund – this is an annual fund for local improvements listed within the CCC TIP
- Levelling up Fund – this is available for projects to improve of every-day life across the UK
- March Area Transport Study (CPCA Funding)
- Section 106 Developer Contributions
- Other funding opportunities – British Cycling, Active Travel, Community Rail, Growing Fenland (Civil Parking Enforcement) etc.

Delivering the Strategy and Measuring Progress. To maintain momentum and ensure this strategy continues to focus on developing a connected walking and cycling network in Fenland, detailed targets and measurables have been developed. These are set out in appendix 3. Our proposals for delivering the strategy and measuring its progress include:

- Adopt an up-to-date and supported strategy for walking, cycling and mobility aid users that delivers change to increase levels of use
- Influence the emerging Fenland Local Plan to ensure walking and cycling are at the centre of new developments
- Enable, encourage and deliver new infrastructure and improvements to existing routes
- Improve safety and security for pedestrians, cyclist and mobility aid users.
- Ensure new and existing infrastructure facilitates mobility aids users.
- Ensure minimum planning requirements for walking, cycling and mobility are incorporated in housing developments. Encourage enhanced provision where possible.
- Develop a governance and review structure for local transport strategies including the Fenland Cycling, Walking and Mobility Improvement Strategy.
- Identify, cost and deliver education and training projects to improve walking, cycling and mobility confidence. Include opportunities for multi modal journey involving bus and rail travel to enable a wider reach using sustainable travel methods.
- Identify, promote and deliver schemes to support access to essential walking, cycling and mobility equipment such as bicycles, safety wear and mobility aids.
- Identify safety and security matters such as theft, antisocial behaviour and crime and direct these to the relevant authority. Highlight and promote infrastructure and route improvements to reduce issues and improve safety such as lighting provision and secure cycle parking.
- Engage with young people to promote walking, cycling and multi modal journeys.
- Facilitate integrated transport journeys especially to railway and bus stations.
- Highlight and promote walking and cycling as a greener, healthier modes of travel.
- Engage with disability groups to explore options to encourage mobility and travel.

- Promote routes and opportunities for walking and cycling locally. Provide route information and wayfinding tools to enable more journeys on foot, by bicycle or using mobility aids.
- Identify and promote walking and cycling multi-modal journeys for special events and festivals.
- Deliver special projects to promote walking, cycling and mobility e.g. Whittlesey Heritage Walk.
- Engage with partner organisations to support mobility projects. Highlight and promote good examples
- Continue engagement with members of the public and stakeholders regarding walking, cycling and mobility aids use in Fenland. Ongoing opportunity for public focused support and responses,
- Review and update recommended walking, cycling and mobility improvement schemes to ensure these best reflect the needs of users and available opportunities.
- Demonstrate progress and publish updates to the Fenland Cycling, Walking and Mobility Improvement Strategy.

A full table of Targets and Measurables can be found in Appendix 3.

Strategy Review

As stated above, this strategy includes ongoing work to progress schemes and projects which will be monitored and reported to share progress. This will culminate in annual reports to be provided to FDC Cabinet and made available to the public.

The Fenland Transport and Access Group (TAG) will review progress against the strategy targets (Appendix 3) quarterly at their Steering Group meetings.

Version 1 of this strategy will be reviewed by public consultation in 2021. This will be followed by a strategy update which will be considered for adoption as Version 2 by FDC Cabinet in spring 2022. A further a full content review and next phase update will be completed on the strategy in 2032.

APPENDIX 1 – RELATED STRATEGIES

Strategy / Plan	Overview	Key Points
<p>National Cycling and Walking Investment Strategy 1</p> <p>Published 2017</p> <p>Strategy level: National</p>	<p>The Government's first statutory Cycling and Walking Investment Strategy was published in April 2017. This details the Government's high-level aspirations for cycling and walking up to 2040 and the ambition to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey</p>	<p>Objectives include;</p> <ul style="list-style-type: none"> increasing cycling activity; increasing walking activity; reducing the rate of cyclists killed or seriously injured on England's roads; and increasing the percentage of children aged 5 to 10 that usually walk to school. <p>Alongside the Strategy, new guidance was published on Local Cycling and Walking Infrastructure Plans (LCWIPs)</p>
<p>Gear Change: A bold vision for walking and cycling in England</p> <p>Published 2020</p> <p>Strategy level: National</p>	<p>The government has detailed how it will spend £2 billion on increasing the numbers of people walking and cycling for travel in the strategy Gear change which includes the creation of a new body Active Travel England.</p> <p>This strategy provides details on the government's long-term manifesto for cycling and walking.</p> <p>It will have a key focus on safety by improving cycling lanes and offering more training to help both cyclists and pedestrians feel safer, so that they're more likely to choose active forms of travel for both leisure, fitness and commuting.</p> <p>The investment will also see bikes made available through the NHS, with GPs prescribing cycling to people in poor health and making bikes available at local surgeries, including e-bikes.</p>	<p>This document sets out the actions required at all levels of government to make the vision a reality, grouped under four themes:</p> <ul style="list-style-type: none"> better streets for cycling and people cycling and walking at the heart of decision-making empowering and encouraging local authorities enabling people to cycle and protecting them when they do <p>Gear Change explicitly states that 'to receive Government funding for local highways investment where the main element is not cycling or walking, there will be a presumption that schemes must deliver or improve cycling infrastructure to the standards in the Local Transport Note LTN 1/20'.</p>
<p>National Cycling and Walking Investment Strategy 2</p> <p>Published 2021</p>	<p>This is a 4 year plan for investment in walking and cycling following on from Strategy 1 published in 2017. This second statutory investment plan is to reflect the changes set out in the Gear Change document and is aligned to the multi-year settlement for walking and cycling.</p>	<p>The announcement on the detail of this strategy is expected in Autumn 2021</p>

Strategy / Plan	Overview	Key Points
Strategy level: National		
Local Transport Note – LTN 1/20 Cycle infrastructure Design Published 2020 Strategy level: National	<p>This LTN provides guidance to local authorities on delivering high quality, cycle infrastructure including:</p> <ul style="list-style-type: none"> planning for cycling space for cycling within highways transitions between carriageways, cycle lanes and cycle tracks junctions and crossings cycle parking and other equipment planning and designing for commercial cycling traffic signs and road markings construction and maintenance 	<p>This document sets out a comprehensive national standard for design of cycle infrastructure.</p> <p>There are 5 core principles for routes and networks:</p> <ul style="list-style-type: none"> Coherent Direct Safe Comfortable Attractive
Cambridgeshire and Peterborough Local Transport Plan (LTP) Published 2020 Strategy level: Local	<p>The LTP 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.</p> <p>The LTP 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</p>	<p>Included in the Local Transport Plan are the objectives to:</p> <ul style="list-style-type: none"> 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 <p>The document also includes policies for walking and cycling which aim to:</p> <ul style="list-style-type: none"> 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
Cambridgeshire Local Cycling Walking Investment Plan	Linked to Gear Change and LTN 1/20 this strategy aims to develop plans for local walking and cycling investment for the long term, ideally at least a 10 year period.	This strategy should make the case for investment in local walking and cycling infrastructure

Strategy / Plan	Overview	Key Points
Published 2021 Strategy level: Local		

DRAFT

<p>CCC Transport Investment Plan</p> <p>Published – Yearly updates</p> <p>Strategy level: Local</p>	<p>The Transport Investment Plan (TIP) sets out the transport infrastructure, services and initiatives that are required to support the growth of Cambridgeshire.</p> <p>The schemes included in the TIP are those that the County Council has identified for potential delivery to support growth. These range from strategic schemes identified through the County Council's transport strategies, to those required to facilitate the delivery of Local Plan development sites for which Section 106 contributions will be sought, through to detailed local interventions.</p>	<p>This plan includes a range of transport schemes within Fenland that require investment now or in future. The identified schemes are those that have been published in a range of local strategy documents. This is to ensure that any investment is in schemes that are supported by stakeholders and the public.</p>
<p>Fenland Local Plan (adopted)</p> <p>Published 2014</p> <p>Strategy level: Local</p>	<p>The Fenland Local Plan sets out the policies and broad locations for growth and regeneration in Fenland over a 20 year period.</p> <p>The plan sets out a vision for Fenland to grow by 11,000 new homes between 2011 and 2031. The vision includes plans for increased employment opportunities and a bolstered tourism economy with businesses encouraged to expand. Growth in homes and jobs to be closely linked to each other with infrastructure such as schools, roads, health facilities and open space provision planned and provided at the same time as the new buildings.</p>	<p>Key policies within the Fenland Local Plan relating to walking and cycling are:</p> <p>Policy LP2 – Facilitating Health and Wellbeing of Fenland Residents which includes</p> <p>Creating opportunities for employment in accessible locations</p> <p>Promoting and facilitating healthy lifestyles</p> <p>Providing and maintaining effective, sustainable and safe transport networks</p> <p>Policy LP15 – Facilitating the Creation of a More Sustainable Transport Network in Fenland.</p> <p>Deliver an integrated approach to transport that is sustainable and facilitates growth.</p> <p>Improves accessibility for everyone by all modes of travel.</p> <p>Reduce the distances needed to travel and increase the options available to undertake journeys.</p> <p>Deliver robust networks and facilities for walking and cycling.</p> <p>Prioritise schemes which complete</p>

		gaps in the network, especially those that will encourage more local walking and cycling journeys.
<p>Market Town Transport Strategies (MTTS)</p> <p>Published:</p> <p>Chatteris (2010)</p> <p>March (2013)</p> <p>Whittlesey (2012)</p> <p>Wisbech (2014)</p> <p>Fenland Transport Strategy development– in progress.</p> <p>Strategy level: Local</p>	<p>The County Council produced area specific transport strategies for all of the market towns in Cambridgeshire. Each MTTS sets out a five year programme of transport improvements that support the Local Transport Plan objectives and contribute towards the prosperity and wellbeing of each town. Each MTTS was written in partnership with the District Councils.</p> <p>The MTTS are gradually being replaced with district wide transport strategies that cover both the market towns and rural areas in each of the five Cambridgeshire Districts.</p>	<p>These strategies include programmes of walking and cycling projects that aim to address issues on the network and create more integrated networks.</p> <p>Any schemes set out in these strategies are typically listed in the CCC Transport Investment Plan as projects to be funded in the near future.</p>
<p>March Area Transport Study (MATS)</p> <p>Published 2013 and 2020</p> <p>Strategy level: Local</p>	<p>Work has been conducted through this study to identify highway improvements to make travel easier in March by all transport modes. It has looked at addressing existing traffic flow problems and has developed options to allow for future growth in the area in line with the Fenland Local Plan.</p> <p>A number of the smaller schemes identified through this work have now been completed such as two new zebra crossings and installation of missing footpaths.</p>	<p>The MATS work included a Pedestrian, Signage and Cycling Strategy for March (April 2020).⁶</p> <p>This strategy has 3 area:</p> <p>Walking and cycling audits</p> <p>Safe routes to school audits</p> <p>Pedestrian and cycle signing audits</p> <p>These audits identified a range of interventions to improve walking, cycling and wayfinding. These have been included in the recommendations set out within strategy.</p>
<p>Right of Way Improvement Plan (ROWIP)</p> <p>Published 2016</p> <p>Strategy Level:</p>	<p>The ROWIP is a Cambridgeshire County Council document that sets out how they will manage and improve the local rights of way network. It includes a Statement of Action and is part of the Local Transport Plan.</p>	<p>The main objective of the ROWIP is 'to manage, improve and promote a Public Rights of Way network as an integral part of a wider transport system which meets the needs of the whole</p>

⁶ [March Area Transport Study - Pedestrian, Signage and Cycling Strategy \(cambridgeshire.gov.uk\)](https://www.cambridgeshire.gov.uk/march-area-transport-study-pedestrian-signage-and-cycling-strategy)

Local Wisbech Access Strategy - Cambridgeshire County Council		community for safe sustainable local transport, which improves public health, enhances biodiversity, increases recreational opportunities and contributes to the rural economy'.
Wisbech Access Strategy (WAS) Published 2017 Strategy level: Local	<p>The Wisbech Access Strategy is a package of individual transport schemes that aim to improve the transport network in Wisbech. They will also support future housing and job growth as set out in the Fenland Local Plan.</p> <p>A 3 phase programme (short, medium and long term) has been designed to unlock the towns growth potential in line with implementation of schemes.</p>	<p>There are currently three WAS schemes being progressed to detailed design. These are road proposals that include walking and cycling components and upgrades within them.</p> <p>The medium-term schemes include a number of town centre transport projects aimed at improving the walking and cycling environment and linking infrastructure as part of multi modal journeys.</p>

APPENDIX 2 – SCHEME RECOMMENDATIONS.

Chatteris

CHATTERIS		
Location	Strategy Recommendations	Related Proposals from LCWIP & TIP
Fenland Way A141	<ul style="list-style-type: none"> * Explore options for widening footpath north of travellers site entrance, including options for safety barrier provision. * Install missing footpath between Jacks roundabout and travellers site entrance, including option safety barrier provision. * Explore options to improve pedestrian crossing of A141/A142 roundabout - potential refuge improvement or controlled crossing. * Explore options for improving ped crossing at Staincraft. 	<p>TIP 784 - A141 footway/cycleway crossing improvements</p> <p>TIP 911 - A141 Fenland Way between Jacks Roundabout and A141/A142 Roundabout</p>
Isle of Ely Way A142 (at Fenton Way)	<ul style="list-style-type: none"> * Explore options for pedestrian/cycling crossing - potential refuge or controlled crossing 	TIP 451 - A142 - Pedestrian/Cyclist crossing in the vicinity of Fenton Way
Bridge Street / High Street	<ul style="list-style-type: none"> * Review parking provision on pinch points along route * Provide safe walking route across Apple Petrol Station entrance. * Explore footpath widening consistently along entire route * Ensure dropped kerb provision at each junction and crossing point. * Review Dock Road junction crossing island - ensure dropped kerb provision. 	<p>LCWIP - High Street (Railway Lane to Black Horse Lane)</p> <p>LCWIP - Bridge Street (Black Horse Lane to A141 roundabout)</p>
Wenny Road (Cromwell College)	<ul style="list-style-type: none"> * Investigate requirement for provision of footpath across Sixth Form access/drop off point. * Explore option for on road advisory cycle lanes (particularly in proximity to Cromwell Community College) * Investigate options for 20mph school zone. 	<p>LCWIP - Wenny Road (Cricketers Way to Wenny Estate bus stops)</p> <p>LCWIP - Wenny Road (Wenny Estate bus stop to St Martins Road)</p>
Market Hill / East Park Street	<ul style="list-style-type: none"> * * * Review and rationalise street furniture * * Ensure dropped kerb provision at every junction and crossing point. 	

CHATTERIS		
Location	Strategy Recommendations	Related Proposals from LCWIP & TIP
	<ul style="list-style-type: none"> * Review junction widths to aid crossing (East Park Street, Station Road, Huntingdon Road) * 	
Short Nightlayers Drove / Dock Road / Fenton Way	<ul style="list-style-type: none"> * Provision of footpath on both sides of road (Dock Road & Short Nightlayers Drove) * Widen existing footpath * Review lighting provision * Explore potential for introduction of shared use on existing path (once widened) * Reduce foliage/overgrowth on byway path. * Improve surface and widen byway entrance on A142 * Provide ped/cycle crossing of A142 to connect to business park (Fenton Way) <p>SEE FENTON WAY ITEM ABOVE.</p>	LCWIP - Dock Road / Short Nightlayers Drove (Bridge Street to A142 / Fenton Way)
Isle of Ely Way A142 (at New Road)	<p>This is the route to Manea Railway Station</p> <ul style="list-style-type: none"> * Provide ped/cycle crossing of A142 to continue along New Road * Install footpath/cycle path from The Pastures to A142 * Complete full audit of route to Manea Railway Station to identify improvements to develop a commuter route for cyclists. Consider/incorporate improvements along High Street/Station Road, Manea to aid access to school. 	
Huntingdon Road / West Park Street / Park Street	<ul style="list-style-type: none"> * Ensure dropped kerb provision on every junction and crossing point. * 	LCWIP - Victoria Street to West Park Street
New Road	<ul style="list-style-type: none"> * * Remove car parking on footpath (particularly town end) * Explore options for path widening * Ensure dropped kerb provision at all junctions and crossing points 	LCWIP - New Road (Swan Drive to Green Park)

CHATTERIS		
Location	Strategy Recommendations	Related Proposals from LCWIP & TIP
A141 underpass / Larham Way (Kingsfield Primary)	* *	LCWIP - Ash Grove / Larnham Way
Burnsfield Street (Kingsfield Primary) / Station Street (link path)	* Review crossing provision along route to school - see LCWIP recommendations	LCWIP - Park Street to Burnsfield Street LCWIP - Station Street to Station Road
Wenny Rec path	* Explore options to split existing path to include a segregated cycle path (investigate reasons for 'no cycling' signage) *Provision of solar studs to improve route safety during winter months.	
London Road / Wood Street / Eastwood (Cromwell College)		LCWIP - Wood Street (East Park Street to Leisure Centre) LCWIP - West Park Street to Station Street
Farriers Gate (Glebelands Primary) / Saddlers Way	* Review & improve wayfinding signage.	

The table below for March details the priority 1 recommendations from the March Area Transport Study (MATS) Walking & Cycling Strategy 2020. This strategy has been incorporated into this document as the recommendations for March. A full list of MATS recommendations is currently being assessed by the MATS team. Once this work is complete the updated list of recommended schemes for March will be added to this strategy.

The Stage 1 MATS Walking & Cycling Strategy (2020) including audit results and scheme recommendations can be viewed online at [March Area Transport Study - Pedestrian, Signage and Cycling Strategy \(cambridgeshire.gov.uk\)](https://www.cambridgeshire.gov.uk/mats)

MARCH		
Location	MATS Strategy Priority 1 Recommendations	Related Proposals from LCWIP & TIP
Broad Street / Grays Lane / Nene Parade		TIP 778 - Town centre, High Street, City Road, George Street, Market Place, Broad Street, Grays Lane, Station Road, Dartford Road, Robingoodfellows Lane
High Street / The Avenue / The Causeway (Neale Wade Academy)	Install a footway on section of High Street across entrance to Chapel Street shared footpath, to join up with the existing pavement on the section of High Street from the entrance to Cromwell Hotel to the premises occupied by Leonardo's Pizza. Install dropped kerb access for cyclists and mobility scooters on the section across the entrance to the Chapel Street foot and cycle path.	LCWIP - The Avenue - The Causeway LCWIP - The High Street TIP 775 - Cycleway improvements B1101 between Neale Wade Academy and Town centre along The Avenue / The Causeway / High Street Corridor

MARCH

Location	MATS Strategy Priority 1 Recommendations	Related Proposals from LCWIP & TIP
Station Road / Elm Road	<p>Resurface pavements, provision of tactile paving and dropped kerbs at the junctions of Station Road with Norwood Avenue, St John's Road, Milner Close, North Street, Alpha Street, County Road, Queens Street and Thornton Road.</p> <p>Improve pedestrian crossing facilities on Station Road by Creek Road. The central refuge should be redesigned to create a direct crossing facility to serve the high footfall of pedestrians accessing Sainsbury's car park at this location. This proposal could be delivered as part of the FHSF bid.</p> <p>Assess options for providing cycling infrastructure along Station Road, with shared use footway.</p> <p>Provide a more direct cycle route linking Station Road with Neale Wade Academy and south east March, via St. John's Road, Wigstone's and the footbridge to the south of the River Nene.</p>	<p>LCWIP - Station Road / Estover Road</p> <p>TIP 374 - Between north of Estover Road development and Elm Road, Estover Road, Station Road, Creek Road, Nene Parade</p>
Elwyn Road / St Peters Road / Eastwood Avenue	<p>Improve the condition of the footpath on Eastwood Avenue.</p> <p>Improve pedestrian crossing facilities on Elwyn Road, from junctions with Deerfield Road and Badgeney Road.</p> <p>Examine the need for a controlled crossing facility across Cavalry Drive, by the back entrance to Neale-Wade Academy.</p>	<p>LCWIP - Elwyn Road / Eastwood Avenue to Neale Wade Academy</p> <p>TIP 773 - Walking & cycling improvements on Elwyn road between Elwyn Court and Wherry Path</p>
Burrowmoor Road (Burrowmoor Primary) / Gaul Road	<p>Tactile paving and dropped kerbs need installing at the following locations: Burrowmoor Road / Ellingham Avenue, Gaul Road / Ellingham Avenue, Ellingham Avenue / Sycamore Close, Gaul Road – Gaul Park and The Chase access.</p> <p>Review lighting provision on off-street paths, especially on the Chase Path and through Gaul Park.</p> <p>Investigate options for installing a pedestrian crossing facility on Burrowmoor Road within proximity to the school.</p>	<p>LCWIP - Burrowmoor Road (City Road to Ellingham Avenue)</p> <p>LCWIP - Gaul Road (Burrowmoor Road to Ellingham Avenue)</p> <p>TIP 357 - Burrowmoor Road "loop" - footway improvements</p>

MARCH		
Location	MATS Strategy Priority 1 Recommendations	Related Proposals from LCWIP & TIP
Wisbech Road / Dartford Road	<p>Improve pedestrian crossing facilities at the junction of Wisbech Road and Norwood Road.</p> <p>Install pedestrian crossing facilities along Dartford Road, including to Lidl supermarket.</p> <p>Install island refuge crossing facilities to aid pedestrian and mobility scooter accessibility across the B1099 corridor.</p> <p>Install pedestrian crossing facilities at the A141 / Peas Hill roundabout. Costed for Wisbech Road arm of junction.</p> <p>Improve junction crossing facilities, with provision of dropped kerbs and tactile paving, across the following side roads: Prince's Walk, Gordon Avenue, Westwood Avenue and Rookwood Road.</p> <p>Incorporate cycling infrastructure along the B1099, including cycle lanes either on-carriageway, or through a shared footway, providing cyclists with a safe and direct route to Tesco and the Industrial Park.</p>	<p>LCWIP - Wisbech Road / Dartford Road</p> <p>TIP 370 - B1099 Wisbech Road, Peas Hill roundabout to Marylebone Road - cycleway improvements</p>
NCN63 Longhill Road / Hundred Road / Norwood Road	Cycle lanes to be included in the Northern Industrial Link Road.	<p>LCWIP - Norwood Road</p> <p>LCWIP - Hundred Road / off road / Hostmoor Avenue</p> <p>TIP 376 - NCN 63 Cycleway improvements between Whitemoor Prison and Twenty Foot Road</p>
NCN63 Russell Avenue / Peas Hill Road / West End		LCWIP - Marlebone Road / West End

MARCH		
Location	MATS Strategy Priority 1 Recommendations	Related Proposals from LCWIP & TIP
A141 Wisbech Road / Hostmoor Avenue		<p>LCWIP - Hundred Road / off road / Hostmoor Avenue</p> <p>TIP 371 - A141 Peas Hill roundabout to Hostmoor Avenue (east side), Hostmoor petrol station (south) - cycleway improvements</p>
Robingoodfellows Lane / Darthill Road		LCWIP - Maple Grove / Robingoodfellows Lane / Off road path to Station
Maple Grove (Maple Grove & Westwood School)		LCWIP - Maple Grove / Robingoodfellows Lane / Off road path to Station
Norwich Road / Estover Road		
St Johns Road / Wigstones Road / Deerfield Road		TIP 777 - Cycleway improvements East March in the vicinity of Swallow Way and Waterside Gardens
Upwell Road / Cavalry Drive (Cavalry Primary & Neale Wade Academy) / Breton Avenue	Install dropped kerbs and tactile paving across all side road junctions with Cavalry Drive, close to the school.	<p>LCWIP - Upwell / Cavalry Drive</p> <p>TIP 381 - B1099 Upwell Road, road safety measures in vicinity of junction with Cavalry Drive</p>

MARCH		
Location	MATS Strategy Priority 1 Recommendations	Related Proposals from LCWIP & TIP
County Road (All Saints Academy)	<p>Examine the need for a controlled crossing facilities on County Road, close to junction with All Saints Close</p> <p>Repair the Belisha beacons on zebra crossing in All Saints Close</p> <p>Turn around incorrectly facing 'Give Way' sign at exit of All Saints Close.</p>	LCWIP - County Road

WHITTLESEY		
Location	Strategy Recommendations	Related Proposals from LCWIP & TIP
NCN63 Stonald Road	<ul style="list-style-type: none"> * Explore options to reduce traffic speeds, including 20mph zones and safety cameras. * Ensure dropped kerb provision on every junction * Reduce foliage overhanging paths * Review & improve NCN signage * Explore options for on road cycle lanes * Review junction widths at Northgate, Low Cross and opposite 187 Stonald Road to aid ped crossing * Explore options to increase pedestrian waiting area on all 4 arms of T junction with Bassenhally Road, Delph & East Delph * Review pedestrian waiting and green man times. 	LCWIP - Stonald Road
Plough Road / Hallcroft Road / Park Lane (Park Lane Primary)	<ul style="list-style-type: none"> * Explore option for cycle lane contraflow on Plough Road one way section - possible widening of footpath to provide section of duel use path linking to controlled crossing on A605 * Ensure dropped kerb provision on each junction and crossing point. * Review junction width and island refuge provision at Hallcroft Road/A605 junction. * Explore options to widen footpath along route where possible using existing verges. * Explore options for 20mph school zone (Park Lane) 	<p>LCWIP - Hallcroft Road</p> <p>LCWIP - Plough Road</p>

WHITTLESEY		
Location	Strategy Recommendations	Related Proposals from LCWIP & TIP
NCN63 Windmill Street / Gracious Street / High Causeway	<ul style="list-style-type: none"> * Review & improve NCN signage * Ensure dropped kerb provision on every junction and crossing point * Review issue of parked cars blocking footpaths * Explore provision of on road advisory cycle lanes * Review junction of Gracious Street/Orchard Street - potential to adjust width or provide refuge to aid crossing. Consider/improve cycle access to Toucan crossing. * Explore potential to provide section of duel use path at A605 to link to existing controlled crossing. Upgrade crossing to Toucan. * Explore options for cycle lane along pedestrian section of High Causeway linking to Station Road. Explore potential to upgrade zebra crossing to Station Road for cyclist use. 	TIP 426 - Orchard Street / Gracious Street junction - footway/cycleway improvements
Eastrea Road (Sir Harry Smith College)	<ul style="list-style-type: none"> * Explore options for widening path for duel use using existing footpath * Ensure dropped kerb provision on every junction * Reduce ped crossing distances on junctions where possible * Explore option for additional A605 ped crossing east of Sir Harry Smith Community College 	LCWIP - Eastrea Road and Coronation Avenue
Church Street / Barr Street	<ul style="list-style-type: none"> * Ensure dropped kerb provision at each junction and crossing point. * Upgrade uncontrolled crossing on Church Street * Widen footpath where possible using existing verges 	LCWIP - Park Lane, Church Street, Barr Street
Bassenhally Road / Drybread Road (Aldermans Primary) / Coronation Avenue	<ul style="list-style-type: none"> * Explore potential for traffic calming on Bassenhally Road * Ensure dropped kerb provision on every junction * Explore advisory on road cycle lanes or opportunity to widen path for duel use * Widen footpath in front of Aldermans Primary school. * Explore options for on road advisory cycle lanes * Explore options to widen footpath on Coronation Avenue - investigate potential for duel use path * Review Coronation Road/Victory Avenue junction to improve ped crossing. * Reduce foliage encroaching on paths * Review junction at Coronation Road/Drybread road and Coronation Road/A605 to improve ped crossing. 	LCWIP - Drybread Road, Bassenhally Road, Arnolds Lane, High Causeway, B1040 Orchard Street
Market Street	<ul style="list-style-type: none"> * Explore option for on road advisory cycle lanes 	

WHITTLESEY		
Location	Strategy Recommendations	Related Proposals from LCWIP & TIP
	* Ensure dropped kerb provision at every junction and crossing point.	
Hawthorn Drive / Marne Road	* Improve wayfinding signage to Railway Station * Upgrade link paths for dual use * Ensure dropped kerb provision on every junction & crossing point	
NCN 63 Inhams Road / New Road (New Road Primary)	* Explore options to widen footpath – particularly outside school. * Explore options for on road cycle lanes. * Review & improve NCN signage. * Review & improve school approach signage. * Ensure dropped kerb provision on every junction & crossing point. * Review crossing facilities to access New Road Primary school * Explore options for 20mph school zone and safety cameras	LCWIP - New Road
Station Road (NCN63)	* Ensure dropped kerb provision at each junction and crossing point. * Explore options to adjust junction width or provide refuge at Inhams Road and Aliwal Road * Widen footpath where possible using available verge space.	LCWIP - Station Road
Bellmans Road	* Ensure dropped kerb provision on every junction. * Review junction width with New Road and A605 - consider need for pedestrian refuge.	

WISBECH		
Location	Strategy Recommendation	Related Proposals from LCWIP & TIP

WISBECH		
Location	Strategy Recommendation	Related Proposals from LCWIP & TIP
Churchill Road (Whitby Street to CWA path link)	<ul style="list-style-type: none"> * Review crossing timings to reduce wait times for pedestrians & cyclists (Elm Road, Norwich Road, Falcon Road) * Remove vegetation overhanging footpath * Explore options to sign a cycle route along parallel streets (Wisbech Park, William Road/Park Street, Norwich Road to Elizabeth Terrace) 	
Weasenham Lane	<ul style="list-style-type: none"> *Explore options for widening shared use path using existing verges. *Review & improve shared path signage *Provide clear shared path access across entrance to Lamb Western *Ensure all junctions include dropped kerbs *Provide ped islands on wide junctions. 	LCWIP - Weasenham Lane
Coalwharf / Queens Road / Post Office Lane	<ul style="list-style-type: none"> *Explore options for secure cycle parking (cycle pods) 	
NCN63 Town Bridge / Bridge Street / High Street / Market Place	<ul style="list-style-type: none"> * Review & improve NCN signage *Explore options of for secure cycle parking (cycle pods) 	
NCN63 Little Church Street / Pasimitymas / Whitby Street / Town Park	<ul style="list-style-type: none"> * Explore cycling contraflow (including signage provision) on Little Church Street * Review & improve NCN signage * Renew/update road markings between Churchill Road and Wisbech Town Park 	

WISBECH		
Location	Strategy Recommendation	Related Proposals from LCWIP & TIP
NCN63 Tavistock Road / Coleville Road (Clarkson Infant) / Trafford Road (path link to Lynn Road)	<ul style="list-style-type: none"> *Review NCN signage & improve where necessary *Explore potential for path widening *Explore potential for shared use path along Tavistock Road *Ensure dropped kerbs at required access points *Assess link path to Lynn Road for surface improvement *Review lighting on link path to Lynn Road- review potential for solar studs *Reduce foliage overhanging footpath *Explore potential to add in missing footpath on Trafford Road *Explore potential for on road advisory cycle lanes 	
NCN63 Kooremann Avenue (path link) / Prins Avenue / Waterlees Road	<ul style="list-style-type: none"> *Review NCN signage & improve where necessary * Explore potential to widen the path north east of Kooremann Avenue to create shared use path connecting to Waterlees Road and improve amenity. 	
NCN63 Beechwood Road / St Michaels Avenue (Orchards Primary) / Bath Road	<ul style="list-style-type: none"> *Review NCN signage & improve where necessary *Ensure dropped kerbs provision at every junction & crossing point *Explore potential for 20mph school zone (Orchards Primary) 	LCWIP - Tinkers Drove, St Michaels Avenue
NCN63 Sybil Road / Eastfield Way (path link) / Dehavilland Road	<ul style="list-style-type: none"> *Review NCN signage & improve where necessary *Improve path surfaces *Explore options for path widening on Dehavilland Road *Review street lighting provision on path link 	LCWIP - St Augustines Road

WISBECH		
Location	Strategy Recommendation	Related Proposals from LCWIP & TIP
/ St Augustine Road		
NCN63 Old Market Place / Chapel Road / Harecroft Road	<ul style="list-style-type: none"> *Review NCN signage & improve where necessary *Explore provision of shared use path along eastern side of Harecroft Road *Ensure dropped kerb provision on each junction and crossing point *Explore opportunity to reduce junction width or provide ped island on Pickards Way and Summerfield Close *Provide clear pedestrian route along frontage of Dawbarn & Sons *Improve link path signage (from Chapel Road car park) & review lighting. Provide safe ped route through car park 	LCWIP - Old Market LCWIP - Harecroft Road
Leverington Road (Peckover School) / Chapel Road path link	<ul style="list-style-type: none"> *Explore 20mph school zone outside Peckover School *Explore options to widen Leverington Road footpath in proximity to Peckover School *Improve island refuge on junction with Harecroft Road *Provide clear pedestrian access through Chapel Road car park to footpath link to Leverington Road *Explore potential for secure cycle parking provision (possible cycle pods) 	LCWIP - Leverington Road
Horsefair / Freedom Bridge / Nene Parade / Osborne Road / Mount Pleasant Road	<ul style="list-style-type: none"> *Review parking provision & HCV park/waiting area to reduce on street parking or parking on footpath on Nene Parade (port area) *Review footpath provision on Nene Parade (port area) *Explore options for provision of shared use paths on Mount Pleasant Road and Nene Parade *Provide contraflow cycle lane on Nene Parade & formalise path to shared use up to Boat House *Explore option for crossing refuge on Horsefair arm of Freedom Bridge roundabout *Explore improvements to ped refuge on Nene Quay arm of Freedom Bridge roundabout *Explore options for secure cycle parking (potential cycle pods) 	LCWIP - Freedom Bridge Roundabout/A1101 link LCWIP - Nene Quay / Nene Parade TIP 408 - Port area/Waterlees ward to town. Footway/cycleway improvements

WISBECH		
Location	Strategy Recommendation	Related Proposals from LCWIP & TIP
Chapel Road / North Brink (Wisbech Grammar)	<ul style="list-style-type: none"> *Explore potential for 20mph school zone *Reconfigure North Brink/Harecroft Road junction to aid pedestrian crossing *Review crossing point/desire lines from Chapel Road car park - potential footpath extension link to North Brink *Review footpath provision on Chapel Road - particularly narrow section. 	
NCN63 Church Terrace / West Street / Elm Road (Elm School) / Elm Low Road	<ul style="list-style-type: none"> *Review NCN signage & improve where required *Explore options for 20mph school zone at Elm School including along West Street. *Explore options *install segregated cycle lanes on Elm Road on Churchill road side(reducing road width) *Ensure dropped kerb provision on every junction & crossing point. *Reduce vegetation overhanging footpath. *Review potential for ped/cycle crossing to link with Churchill Road controlled crossing with access to Thomas Clarkson Academy. *install dual use path on east side of Elm Road to link to access to Thomas Clarkson. 	
Churchill Road (path link - CWA) / Ramnoth Road (Ramnoth Primary) / Norwich Road	<ul style="list-style-type: none"> *Continue shared use path from Cromwell link along Ramnoth Road towards CWA & Ramnoth Primary (widen path using grass verge) *Explore potential for 20mph school zone *Review lighting provision on Elizabeth Terrace and wayfinding signage. *Formalise cut through path to Elizabeth Terrace (opposite Money Bank junction.) *Review & improve school signage where necessary *Review width or provide pedestrian refuge on Money Bank junction *Extend shared use path on Norwich Road from Clarkson Avenue to Ramnoth Road - reduce road width where required. *Review crossing provision on Norwich Road *Ensure dropped kerb provision at every junction & crossing point *Reduce foliage/growth blocking path 	

WISBECH		
Location	Strategy Recommendation	Related Proposals from LCWIP & TIP
Money Bank / Quaker Lane / Meadowgate (Meadowgate Academy)	<ul style="list-style-type: none"> *Explore options for path widening on Money Bank *Review potential for on road advisory cycle lanes on Money Bank *Ensure provision of dropped kerbs at every junction & crossing point. *Reduce vegetation overhanging footpath 	
Lynn Road	<ul style="list-style-type: none"> *Provide shared use path along south side of Lynn Road using existing space and grass verges between Lerowe Road & Freedom Bridge roundabout - investigate options for provision around 'pinch point' at Mount Pleasant traffic lights. *Reduce vegetation overhanging footpath *Ensure dropped kerb provision at every junction and crossing point. *Review crossing provision or requirement for additional refuge islands. 	
Cromwell Road	<ul style="list-style-type: none"> *Widen shared use path using existing verges *Install missing section of path between Lidl and Tesco/Cinema. *Install missing path from South Brink junction to bus stop (Malt Drive) and across to KFC. *Improve shared use path signage *Review crossing provision *Explore options to provide of refuge island at Salters Way or to aid crossing. *Ensure dropped kerb provision at every junction. 	

APPENDIX 3 – TARGETS AND MEASURABLES

Policy What do we want to achieve?	Action What will we do?	Targets & Measurements How will we do this & how will we measure progress?	Delivery Date for expected completion
<p>Objective:</p> <p>Place – create the best conditions and infrastructure for walking, cycling and mobility aid across Fenland particularly for access to places of education and employment.</p>			
<p>Create a high-level strategy for a consistent and connected network of cycling and walking routes within each Fenland town to link residential areas with places of education and employment.</p>	<p>Develop an up-to-date and supported strategy for walking, cycling and mobility aid users</p>	<p>Online Survey Core route mapping Route audits Ongoing review, monitoring & engagement Recommend schemes Stakeholder engagement Public Consultation</p> <p>Final Strategy adopted by FDC Cabinet Annual review of strategy & schemes Continued public & stakeholder engagement</p>	<p>Quick Win - Completion by March 2022</p>
	<p>Influence the emerging Fenland Local Plan to ensure walking and cycling are at the centre of new developments</p>	<p>Highlight and share the adopted Fenland Cycling, Walking and Mobility Improvement Strategy with Planning Policy colleagues developing the Fenland Local Plan. Review draft contents of Fenland Local Plan to ensure synergy with the Fenland Cycling, Walking and Mobility Improvement Strategy.</p> <p>The Fenland Cycling, Walking and Mobility Improvement Strategy to be referenced in the Fenland Local Plan. **The emerging Fenland Local Plan is expected to be finalised & adopted by</p>	<p>Short Term - by 2023**</p>

Policy What do we want to achieve?	Action What will we do?	Targets & Measurements How will we do this & how will we measure progress?	Delivery Date for expected completion
		FDC by 2023	
Develop - walking and cycling exemplar infrastructure within our Market Towns.	Identify gaps in the existing network & improvement requirements for existing routes.	<p>Undertake route audits & review existing schemes</p> <p>Undertake public & stakeholder engagement to identify network requirements and preferred interventions. By online survey, engagement at events (in partnership with the Hereward Community Rail Partnership) and contact with key individuals and groups.</p> <p>Complete 5 route/scheme reviews per annum Achieve 100 no. survey responses per annum.</p>	QW – by Autumn 2022
	Enable, encourage and deliver new infrastructure and improvements to existing routes	<p>Identify, assess and publish recommended schemes. Develop a baseline position and indicative costs to support/source funding for recommended schemes. Encourage relevant local authorities and stakeholders to deliver recommended schemes where funding available. Explore alternative funding opportunities to deliver schemes.</p> <p>Deliver 50 route improvement schemes by 2037 (approx. 2 per annum) Attend and contribute to 3 strategy engagement events per annum.</p>	Long term

Policy What do we want to achieve?	Action What will we do?	Targets & Measurements How will we do this & how will we measure progress?	Delivery Date for expected completion
	Improve safety and security for pedestrians, cyclist and mobility aid users.	<p>Review lighting provision, secure cycle parking and suitable access provision as part of route audits. Include results in scheme recommendations. Engage with residents and visitors to understand issues and concerns. Establish satisfaction data using online surveys.</p> <p>Recommend and enable 2 safety/security improvements per annum. Achieve 100 no. survey responses per annum. Achieve a 2% increase in satisfaction rates per annum through online surveys.</p>	Ongoing
	Ensure new and existing infrastructure facilitates mobility aids users.	<p>Encourage feedback from disability organisations to identify and deliver mobility improvements.</p> <p>Progress 1no. Mobility enhancement scheme per annum. Engage with 2 (minimum) disability organisations per annum.</p>	Ongoing
Maintain a consistent and ongoing approach to network improvements relating to walking and cycling routes and access to	Ensure minimum planning requirements for walking, cycling and mobility are incorporated in to housing developments. Encourage enhanced provision where possible.	<p>Provide consultation advise to planning applications. Submit consultee comments regarding walking, cycling and mobility to large housing applications (over 50 dwellings). Signpost developers, businesses and homeowners to funding opportunities and grant providers that help with walking, cycling and mobility improvements.</p> <p>Provide a minimum of 5 consultee responses to planning applications per annum. Share funding & grant opportunities with 10 recipients per annum (when available)</p>	Ongoing - as required

Policy What do we want to achieve?	Action What will we do?	Targets & Measurements How will we do this & how will we measure progress?	Delivery Date for expected completion
places of education and employment	Develop a governance and review structure for local transport strategies including the Fenland Cycling, Walking and Mobility Improvement Strategy.	<p>Incorporate strategy review to the Transport and Access Group (TAG) remit. Add Fenland Cycling, Walking and Mobility Improvement Strategy monitoring to TAG Action Plan & Agenda. Review amendments to the strategy will be submitted for approval to FDC Cabinet.</p> <p>Review progress against target delivery quarterly. Review strategy and scheme content annually. Publish strategy report via TAG webpage annually & submitted to FDC Cabinet.</p>	<p>Quick win</p> <p>Ongoing - quarterly</p>
<p>Objective:</p> <p>People – ensure everyone has access to good quality routes, giving them confidence to make walking and cycling their first choice for local journeys.</p>			
Enable – Walking and Cycling with safety and confidence for people of all ages	Identify, cost and deliver education and training projects to improve walking, cycling and mobility confidence. Include opportunities for multi modal journey involving bus and rail travel to enable a wider reach using sustainable travel methods.	<p>Secure funding to enable schools to roll out cycling proficiency training across Fenland. Delivery of the following TAG projects: Work with the TAG to develop the Transport Champion programme Secure funding, recruit and train Transport Champions for each town. Work up and cost the Travel Buddy programme. Secure funding, recruit and train Travel Buddies for each town.</p> <p>Enable/Support 12 schools to deliver cycle training by 2027 Recruit 16 volunteer Transport Champions by 2027 Establish Travel Buddy programme by 2027</p>	Short Term - by 2027

Policy What do we want to achieve?	Action What will we do?	Targets & Measurements How will we do this & how will we measure progress?	Delivery Date for expected completion
	Identify, promote and deliver schemes to support access to essential walking, cycling and mobility equipment such as bicycles, safety wear and mobility aids.	Set out proposals and secure funding for equipment grant schemes Deliver grant scheme project by 2030	Medium Term - 2025 to 2030
	Identify safety and security matters such as theft, antisocial behaviour and crime and direct these to the relevant authority. Highlight and promote infrastructure and route improvements to reduce issues and improve safety such as lighting provision and secure cycle parking.	Promote highways reporting tool. Work with key partners to deliver community projects Include safety and security improvements in scheme recommendations Include details in annual strategy report	Ongoing
	Engage with young people to promote walking, cycling and multi modal journeys.	Secure funding for uniformed organisations such as Scouts to complete badges linked to travel and community impact. Facilitate multi-mode travel workshops, including bus and rail, with schools and youth groups. Engage projects in partnership with the TAG and the Hereward Community Rail Partnership. Deliver 5 workshops and 20 badge awards by 2027.	Short Term

Policy What do we want to achieve?	Action What will we do?	Targets & Measurements How will we do this & how will we measure progress?	Delivery Date for expected completion
Facilitate opportunities to travel and demonstrate making local walking and cycling journeys	Facilitate integrated transport journeys especially to railway and bus stations.	<p>Work the Hereward CRP, Fenland TAG and transport providers to identify and promote integrated journeys.</p> <p>Support the development of the TAG Travel Buddies project aimed at improving confidence and enabling independent, multi modal journeys.</p> <p>Promote walking and cycling routes and journeys on social media.</p> <p>Promote 5 integrate routes per annum</p> <p>Once launched, facilitate 5 supported travel journeys per annum through the TAG Travel Buddies programme.</p>	Ongoing
Encourage mobility and walking and cycling as a first choice for local journeys.	Highlight and promote walking and cycling as a greener, healthier modes of travel.	<p>Work with partner groups relating to health, wellbeing and active lifestyles to promote walking and cycling as a first choice for local journeys.</p> <p>Annual engagement with Everyone Health and Active Fenland to explore opportunities to link projects and promotion.</p>	Ongoing.

Policy What do we want to achieve?	Action What will we do?	Targets & Measurements How will we do this & how will we measure progress?	Delivery Date for expected completion
	Engage with disability groups to explore options to encourage mobility and travel.	Liaise with Age UK and healthcare providers to discuss options and opportunities specifically related to improving provision for mobility aid users. Include details in annual strategy review	Ongoing
Objective: Promotion – demonstrate opportunities for access and mobility demonstrating freedom through local travel			
Communication through a range of mediums and media to promote routes and opportunities for local travel.	Promote routes and opportunities for walking and cycling locally. Provide route information and wayfinding tools to enable more journeys on foot, by bicycle or using mobility aids.	Source funding for the production of walking and cycling maps for each Fenland town. Undertake regular review and update of existing maps. Develop an annual communications programme for walking and cycling. Promote 5 routes per annum on social media. Deliver walking & cycling maps for each Fenland town by 2027.	Ongoing Short Term - 2027
	Identify and promote walking and cycling multi-modal journeys for special events and festivals.	Work in partnership with event organisers to promote journey options and deliver travel surveys to identify mode choices. Use social media to promote local events and relevant methods of travel. Enable/deliver travel surveys at 5 local events per annum. Publish travel choice data from surveys annually	Ongoing
Commission and deliver exemplar mobility	Deliver special projects to promote walking, cycling and mobility e.g. Whittlesey Heritage Walk.	Identify potential projects through stakeholder engagement and partnership liaison. Seek funding opportunities and support project delivery.	Ongoing

Policy What do we want to achieve?	Action What will we do?	Targets & Measurements How will we do this & how will we measure progress?	Delivery Date for expected completion
projects and good practice examples		Support delivery of 2 mobility projects per annum	
	Engage with partner organisations to support mobility projects. Highlight and promote good examples	<p>Liaise with Everyone Health, Active Fenland and disability groups to understand and promote existing projects. Provide advice on funding opportunities linked to transport to aid projects.</p> <p>Engage annually with identified partner organisations. Promote 5 good practice examples per annum.</p>	Ongoing
Evaluate cycling, walking & mobility aid requirements across Fenland and evidence progress against strategy targets.	Continue engagement with members of the public and stakeholders regarding walking, cycling and mobility aids use in Fenland. Ongoing opportunity for public focused support and responses,	<p>Provide and promote regular opportunities to submit views and observations relating to walking, cycling and mobility.</p> <p>Complete annual online survey & publish results.</p>	Ongoing
	Review and update recommended walking, cycling and mobility improvement schemes to ensure these best reflect the needs of users and available opportunities.	<p>Delivery of route review audits.</p> <p>Complete annual review of 5 walking & cycling routes.</p>	Ongoing
	Demonstrate progress and publish updates to the Fenland Cycling, Walking and Mobility Improvement Strategy.	<p>Develop an annual report to be made widely available and shared with stakeholders.</p> <p>Use DfT, ONS and CCC traffic monitoring data to measure any shift in travel choice.</p>	Ongoing

Policy What do we want to achieve?	Action What will we do?	Targets & Measurements How will we do this & how will we measure progress?	Delivery Date for expected completion
		Complete annual report	

This page is intentionally left blank

DRAFT 6 MONTH CABINET FORWARD PLAN – Updated 16 September 2021



(For any queries, please refer to the published forward plan)

CABINET

CABINET DATE	ITEMS	LEAD PORTFOLIO HOLDER
Thu 21 Oct 2021	1. Cabinet Draft Forward Plan 2. CPE Update	Cllr Boden Cllr French
Wed 17 Nov 2021	1. Cabinet Draft Forward Plan	Cllr Boden
Wed 8 Dec 2021	1. Draft Business Plan 2022/23 2. Draft Budget 2022/23 and Mid Term Financial Strategy 3. Treasury Management Strategy Statement & Annual Investment Strategy Mid Year Review 2021/22 4. Draft Local Plan 5. Cabinet Draft Forward Plan	Cllr Boden Cllr Boden Cllr Boden Cllr Laws Cllr Boden
Thu 20 Jan 2022	1. Cabinet Draft Forward Plan	Cllr Boden
Thu 24 Feb 2022	1. Business Plan 2022/23 2. Budget 2022/23 and Mid Term Financial Strategy 3. Cabinet Draft Forward Plan	Cllr Boden Cllr Boden Cllr Boden
Tue 22 Mar 2022	1. Cabinet Draft Forward Plan	Cllr Boden

This page is intentionally left blank