


<b>Agenda Item No:</b>	<b>5</b>	
<b>Committee:</b>	<b>Cabinet</b>	
<b>Date:</b>	<b>3 October 2022</b>	
<b>Report Title:</b>	<b>Fenland Cycling, Walking &amp; Mobility Aid Improvement Strategy: Version 2</b>	

### Cover sheet:

#### **1 Purpose / Summary**

- 1.1 This report relates to walking, cycling and mobility. Its purposes are as follows
- To note the progress relating to the approved schemes and the March Area Transport Strategy Walking and Cycling projects
  - To note the outcome of the public consultation on version 1 of the strategy
  - To note the action plans of schemes
  - To review the proposed Cycling, Walking & Mobility Aid Improvement Strategy following the above and adopt this as Version 2.

#### **2 Key Issues**

- 2.1 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.
- 2.2 Following the completion of desk top surveys, a public consultation was held in early 2021. 734 responses were received, and feedback was gathered relating to how residents currently travel for short local journeys and their views on walking, cycling and mobility aid use in Fenland. Route audit work for the market towns was then completed along with draft proposals for schemes and initial work on priority projects.
- 2.3 Cabinet approved version 1 of the Fenland Walking, Cycling and Mobility Aid Strategy at its meeting on 30 September 2021. The Cabinet approval included a public consultation to be held on version 1, followed by a revised strategy being submitted back to Cabinet with scheme action plans. Cabinet also approved further work on three initial priority schemes and a separate package of walking and cycling schemes. Both sets of schemes were to be taken forward for further consideration.
- 2.4 A public consultation on version 1 of the Walking, Cycling and Mobility Aid Strategy was undertaken in December 2021/January 2022 inviting views and

comments regarding the adopted strategy content, action plan and recommendations. A total of 64 complete survey responses were received. Based on these responses 89% supported the overall approach to the strategy. The remaining responses stated they were not in favour of the strategy approach due to the content needing to provide more focus on villages, the schemes identified should be bolder and no focus on provision for equestrians within this strategy. These matters have been considered and taken account of in version 2 of the strategy. Further information as to how the comments have been addressed can be found in 2.2.4 – 2.2.10 in main report below.

- 2.5 Since September 2021 good progress has been made on the initial priority schemes and the scheme package in several areas as follows:
- In December 2021, an application for funding of £7.5Million over 4 years was submitted to the CPCA to fully deliver all the projects set out above. At the present time we are still awaiting the outcome of this application
  - NCN63 - With assistance from CCC and CPCA £20,000 Capability Fund money has been secured towards initial feasibility study work.
  - Chatteris A141 missing footpath linking Doddington Road to A141 roundabout including footpath widening. This is in the location of the Womb Farm development. There have been additional opportunities through the planning process for discussion about this additional link. In March 2022, a non- material amendment approval was given to the developer by FDC Planning and this now includes the whole route along Doddington Road to the A141.
  - For the remaining schemes identified above, discussions have been ongoing about the procurement for survey, scoping, and feasibility study work. It has been confirmed that a separate tender exercise will be needed. This will be funded through the remaining Walking, Cycling and Mobility Aid Strategy funding approved by Cabinet in September 2021.
  - The March Walking and Cycling Schemes are being taken forward through the March Area Transport Strategy a CPCA funded project that is being delivered by CCC. The strategy was developed in 2020 and feasibility study work on the proposed schemes was commissioned in 2021. This work has recently concluded with costed proposals for 28 projects totally £582,800. Papers are due to be discussed to draw down this funding at the CPCA Transport and Infrastructure Committee and CPCA Board in September 2022.
- 2.6 Progress on the Chatteris to Somersham cycle way and footpath along the old railway bed is not currently in progress. Ongoing work identified that the scheme would require substantial funding for the upgrade. Despite an early understanding of support for this scheme, Somersham PC more recently have indicated that they do not wish to see the development of this route.
- 2.7 This paper now includes version 2 of the Fenland Walking, Cycling and Mobility Aid Strategy and proposals for scheme delivery within the coming months

### 3 Recommendations

- 3.1 To note the progress relating to the approved schemes and the March Area Transport Strategy Walking and Cycling projects
- 2.2 To note the outcome of the public consultation on version 1 of the strategy
- 3.3 To note the action plans of schemes
- 3.4 To review the proposed Cycling, Walking & Mobility Aid Improvement Strategy following the above and adopt this as Version 2.

Wards Affected	All
Forward Plan Reference	
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Background Papers	<p>FDC Cabinet meeting 17 November 2020 <a href="#">Agenda for Cabinet on Tuesday, 17th November, 2020, 4.00 pm - Fenland District Council</a></p> <p>FDC Cabinet Meeting 30 September 2021 – agenda, paper and minutes <a href="#">Agenda for Cabinet on Thursday, 30th September, 2021, 3.00 pm - Fenland District Council</a></p> <p>March Area Transport Strategy – Cambridgeshire County Council technical papers and reports for this strategy including the pedestrian and walking strategy <a href="#">March Transport Study - Cambridgeshire County Council</a></p> <p>CPCA Transport &amp; Infrastructure Committee 14 September 2022 – agenda and papers including the March Area Transport Study Walking and Cycling feasibility study report. <a href="#">CMIS &gt; Meetings</a></p>

## Report:

## **2 BACKGROUND AND INTENDED OUTCOMES**

### **2.3 Introduction**

- 2.1.1 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. 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.
- 2.1.2 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.
- 2.1.3 Feedback was gathered through the survey and engagement relating to how 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.
- 2.1.4 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.
- 2.1.5 Cabinet approved version 1 of the Fenland Walking, Cycling and Mobility Aid Strategy at its meeting on 30 September 2021. The Cabinet approval included proposals for a public consultation to be held on version 1 and for action plans of schemes to be developed and consulted upon. Cabinet also approved further work on three initial priority schemes and a separate package of walking and cycling schemes. Both sets of schemes were to be taken forward for further consideration.

## **2.2 Public Consultation and Walking, Cycling and Mobility Strategy version 2**

- 2.2.2 Cabinet approved version 1 of the Fenland Walking, Cycling and Mobility Aid Strategy at its meeting on 30 September 2021. The Cabinet approval included a public consultation to be held on version 1.
- 2.2.3 A public consultation was undertaken in December 2021/January 2022 inviting views and comments regarding the adopted strategy content, action plan and recommendations. A total of 64 complete survey responses were received. The results of this survey and views provided were used to revise and update the document, creating Version 2 of the Fenland Cycling, Walking and Mobility Improvement Strategy.
- 2.2.4 Based on these responses 89% supported the overall approach to the strategy. With comments including “This is urgently required”, “I think the action plan is very well thought out”, “Some great suggestions to improve pedestrian access to schools”.
- 2.2.5 There were several responses indicating that the strategy document needed to be clearer and not so repetitive. Officers have now made substantial revisions to the document to address these comments. These revisions are aimed at providing clarity on our strategy and its relevant components and are not specifically about amendments to the content or the approach.
- 2.2.6 The remaining responses stated they were not in favour of the strategy approach for the following reasons:
- the content needs to provide more focus on villages,
  - the schemes identified should be bolder and
  - no focus on provision for equestrians within this strategy.
- 2.2.7 Based on the above comments, a stronger focus has been given to the villages. A key component of the strategy is missing footpaths and links to facilitate travel to villages centres and employment/essential services. An additional approach has now been added to complete audit work across all the villages from which feasibility and assessment work along with funding can be secured. A contact process is also going to be established to enable people to report missing sections of path outside the audit process
- 2.2.8 Changes to the strategy document have enabled proposed schemes to be more clearly set out. This Strategy aims to develop an integrated network of routes for walkers, cyclists and mobility aid users. This is across the towns, in the villages and through strategic links between the towns. This is considered an ambitious proposal and when delivered will provide significant opportunities to walk and cycle around Fenland that are not possible at the present time.
- 2.2.9 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. Section 1.4 considers different modes of travel; it recognises the importance of horse riding to the rural community and recommends such provision to be considered where possible

2.2.10 Having completed the public consultation and amended the document to take account of the feedback. Cabinet is asked to approve version 2 of the strategy.

### **2.3 Walking and cycling schemes updates and progress**

2.3.2 In September 2021, Cabinet approved three initial priority schemes and a separate package of walking and cycling schemes to be taken forward early. These schemes had been compared with similar projects already identified in the CCC Transport Investment Plan (TIP) and the more recent Local Cycling, Walking Investment Plan (LCWIP). Further details of the specific schemes are set out in paragraphs 2.3.4 and 2.3.5 below. A progress update can be found in paragraph 2.3.7 below.

2.3.3 The September 2021 Cabinet report also confirmed that the walking and cycling approach for March was being considered separately through work already in progress as part of the March Area Transport Strategy (MATS). Further details of this work are set out in paragraph 2.3.6 below. Paragraph 2.3.8 indicates progress to date.

2.3.4 The three initial priority schemes are focusing on key strategic routes and are as follows:

- NCN63 from Peterborough to Wisbech but with an initial focus on the section from Peterborough to Whittlesey (the Green Wheel). This relates to CCC TIP scheme 422
- Development of a detailed scheme for an off carriageway cycling and walking route on the A141 from Peas Hill roundabout to Mill Hill roundabout. The initial focus being around Chatteris and the A141. This relates to CCC TIP scheme 911
- Our third priority is a cycle way and footpath along the old railway bed between Chatteris and Somersham. This relates to CCC TIP scheme 449.

2.3.5 The separate package of approved schemes was 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.

2.3.6 A Pedestrian and Cycling Strategy for March was produced in April 2020 as part of the March Area Transport Strategy (MATS). MATS is being delivered by Cambridgeshire County Council with funding from Cambridgeshire and Peterborough Combined Authority. This strategy consisted of walking and cycling audits across the town for key routes, safe routes to school audits for all the schools in the town and a pedestrian and cycling signage audit. The above packages were completed setting out wide ranging recommendations across the town with improvement proposals. Further details can be viewed in the report from the following website link. [March Area Transport Study - Pedestrian, Signage and Cycling Strategy \(cambridgeshire.gov.uk\)](https://www.cambridgeshire.gov.uk/mats)

2.3.7 Since September 2021 good progress has been made in several areas as follows:

- In December 2021, an application for funding of £7.5Million over 4 years was submitted to the CPCA. This application intended to secure funding with an expectation that this application would fund the feasibility study work, detailed design, and construction to complete the initial priority schemes and the package of schemes in full. At the present time we are still awaiting the outcome of this application
- NCN63 - With assistance from CCC and CPCA £20,000 Capability Fund money has been secured towards initial feasibility study work along the route.

- Chatteris A141 missing footpath linking Doddington Road to A141 roundabout including footpath widening. This proposal links with the Land at Womb Farm, Doddington Road, Chatteris planning application approval. The initial approval included improved footpath links between Doddington Road and the Tesco Store. An area of this route not covered by the planning application was a necessary section to the north for improved connectivity from Doddington Road to the A141 Roundabout. As this also improves access to employment in the north of Chatteris it is an essential link. Since September 2021, there have been additional opportunities through the planning process for discussion about this additional link. In March 2022, a non-material amendment approval was given to the developer by FDC Planning and this now includes the whole route along Doddington Road to the A141. Work is progressing on site and a programme for the highway works including the footpath requires planning authority approval prior to first occupation.
- Chatteris to Somersham cycle way and footpath along the old railway bed - Initial work has identified that it will require significant funding to upgrade this route to make it suitable for all weathers. Initial survey work will also require consideration of sections where tree routes may be a challenge. Discussion with Somersham PC was also essential in respect of the furthest end of the route. Despite an early understanding of support for this scheme, Somersham PC more recently have indicated that they do not wish to see the development of this route. The MP's office also tried to assist with the discussions and encourage them to change their mind but to no avail. Without support from Somersham for this scheme, it is suggested that this cannot be taken any further at the present time.
- For the remaining schemes identified above, discussions have been ongoing about the procurement for survey, scoping and feasibility study work. It has been confirmed that a separate tender exercise will be needed. This will be funded through the remaining Walking, Cycling and Mobility Aid Strategy funding approved by Cabinet in September 2021.

2.3.8 Following the 2020 publication of the March Walking and Cycling Strategy referred to in paragraph 2.3.6. CCC Commissioned Milestone and Capita to undertake feasibility study work. This commission completed in September 2022. It reviewed and assessed the original 90 schemes within the strategy. It was acknowledged that since then some schemes have been completed or superseded in line with other initiatives - CCC LCWIP, the Government 'Gear Change' initiative, the March Future High Street proposals and other schemes in the MATS project. Several schemes were also grouped into packages due to their similarity e.g., signing schemes or because they were in the same or a similar location. The feasibility study has therefore created a package of 28 schemes that were then costed and prioritised to create a programme of works as follows:

- Phase 1 – these include 7 locations only requiring minimal work, i.e. road markings and non-illuminated signage. This phase is programmed from November 2022 to March 2023 subject to funding



- Phase 2(a) – these include 10 locations where the project scope only has one only for design, but required further site surveys and intrusive investigations, 3<sup>rd</sup> party approvals and additional detailed design. This phase is programmed from November 2022 to April 2023 subject to funding
- Phase 2(b) – these include the remaining 11 locations, where there are multiple options applicable requiring further surveys, 3<sup>rd</sup> party approvals and additional design. This phase is programmed from September 2022 to March 2023 subject to funding

2.3.9 In September 2022 a March Area Transport Study paper is being taken to the CPCA Transport and Infrastructure Committee and the CPCA Board. This paper includes a proposal to draw down £562,800 to deliver the next phase of the Walking and Cycling Strategy as set out in paragraph 2.3.8 above.

## **2.4 Next Steps and timetable**

2.4.1 Should Cabinet accept the recommendations in this report, the Fenland Walking, Cycling and Mobility Aid strategy will be adopted as Version 2.

2.4.2 A range of actions will initially be taken forward to deliver schemes within the Fenland Walking, Cycling and Mobility Aid Strategy as follows:

- The priority scheme actions as set out in paragraphs 2.3.7 and 2.3.8 will be delivered
- The village missing footpath and missing link audits will commence. The reporting process to enable stakeholders and members of the public to report missing links will be established.
- Additional follow up discussions will be held with CPCA about the funding application submitted to them in December 2021.
- Other funding applications will also be considered and take forward as the priority schemes move through the different project stages.
- Subject to the outcome of the CPCA Transport and Infrastructure Committee and the CPCA Board meetings in September 2022, the March Walking and Cycling schemes as set out in paragraph 2.3.8 will be delivered between now and Spring 2023.

2.4.3 All other elements of the Fenland Walking Cycling and Mobility Aid Strategy will be taken forward as set out in the strategy document. It should be noted that the full strategy includes a phased proposal over time.

## **3 REASONS FOR RECOMMENDATIONS**

3.1 In September 2021 Cabinet asked for additional consultation to be undertaken concerning version 1 of the strategy. This has now been completed and the comments have been addressed. Strong support for the strategy including its aims and objectives remain. Good progress is being made on delivering the

initial projects. It is therefore considered that version 2 of the strategy should be adopted by Cabinet.

## **4 CONSULTATION**

- 2.4 Please refer to section 2.2 above which sets out the details of two public consultations. This report details the results of those consultations with details as to how the feedback has been considered.

## **5 ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 Alternative options were not considered. Fenland District has an infrastructure deficit across all modes of travel. Connectivity for walking, cycling and users of mobility aids is particularly poor across Fenland. This strategy and supporting action plans of schemes is therefore necessary to address this deficit.

## **6 IMPLICATIONS**

### **6.1 Legal Implications**

- 6.1.1 There are no legal implications.

### **6.2 Financial Implications**

- 6.2.1 There is no additional funding ask from FDC beyond what was approved by Cabinet at its meeting in November 2020. The total contribution from FDC therefore being £28,835. This £28,835 was made up of £21,335 from FDC and £7,500 from the Hereward Community Rail Partnership (CRP). Since November 2022, £17,137 has been spent and £11,698 remains to complete the tasks as previously agreed. The £11,698 remaining will be £7,500 from the Hereward CRP and £4,198 from FDC. Further details about the finance approval from November 2020 can be found in paragraph 6.2.3 below or in the Cabinet paper from that date, a link to which can be found above.
- 6.2.2 Substantial additional funding will be required to deliver the strategy including walking and cycling schemes and projects. Delivery of the strategy will therefore be reliant upon income that will be secured over a number of years. It is expected that such monies will come from a range of third-party sources. FDC and other organisations will seek to deliver projects in partnership and to secure the funding needed for scheme delivery.
- 6.2.3 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 funding recommendations approved by Cabinet as follows:

- the 6 schemes within the 17 November 2020 paper were approved as preferred schemes with 3 priority schemes to be worked up and costed straight way. The cost for this initial work is expected to be £3,000.
- It is recommended that the delivery of the Fenland Cycling, Walking and Mobility Strategy be approved to take place as soon as possible at a cost of £25,835. The Hereward Community Rail Partnership agreed to contribute £7.5k. Therefore, a further £18,335 was required from FDC to develop the strategy. This included taking forward the initial package of schemes.
- The total amount of FDC funding recommended for approval was therefore £21,335 (£18,335 + £3,000) plus the £7,500 Hereward CRP Contribution.

### **6.3 Equality Implications**

- 6.3.1 The development and delivery of this strategy will show a positive benefit to residents and visitors to Fenland. It is currently difficult to make many journeys on foot, by bike or using mobility aids. The delivery of this strategy aims to address this matter and create a network or routes to enable walking and cycling across Fenland. Many of these journeys cannot be made in this way at present. 20% of all households across Fenland do not have access to a car. Walking and cycling improvements will also assist people living in these households to travel more easily and independently.

Fenland District Council

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# FENLAND CYCLING, WALKING AND MOBILITY AID IMPROVEMENT STRATEGY

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Version 2 – 2022 (pending approval)

# CONTENTS

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1. Background.....	Page 3 - 11
1.1 Fenland Context.....	Page 3
1.2 Need for a Local Strategy.....	Page 3
1.3 Related Plans and Strategies.....	Page 5
1.4 Strategy Considerations of Different Modes of Travel.....	Page 6
2. Methodology.....	Page 10
3. Project Delivery.....	Page 11 – 15
4. Strategy.....	Page 16 – 20
4.1 Aim.....	Page 16
4.2 Objectives.....	Page 16
4.3 Strategy Approach.....	Page 17
4.4 Strategy Priorities.....	Page 17
5. Policies and Delivery Approach.....	Page 20 – 24
5.1 Core Policies.....	Page 20
5.2 Funding and Scheme Delivery.....	Page 21
5.3 Delivering the Strategy and Measuring Progress.....	Page 23
5.4 Strategy Review.....	Page 24
6. Action Plan and Schemes.....	Page 25 – 32
6.1 Action Plan.....	Page 25
6.2 Physical Interventions.....	Page 25
6.3 Recommendations for Chatteris.....	Page 27
6.4 Recommendations for March.....	Page 28
6.5 Recommendations for Whittlesey.....	Page 29
6.6 Recommendations for Wisbech.....	Page 30
6.7 Strategic Corridors between Major Settlements.....	Page 31
6.8 Missing Footpaths and Member Priorities.....	Page 32
7. Progress Tracking and Reporting.....	Page 33
8. Appendix.....	Page 34
1. Related Plans and Strategies	
2. Action Plan: Targets and Measurables	
3. Chatteris Recommendations	
4. March Recommendations	
5. Whittlesey Recommendations	
6. Wisbech Recommendations	

## 1. BACKGROUND

## 1.1 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 102,500<sup>1</sup> 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.

As a rural district there is a high dependency on motorised vehicles due to the agricultural nature of the local economy and dispersed village settlements between towns. Significant levels of heavy goods vehicles (HGVs) and longer distance journey requirements for a significant number of residents make opportunities to reallocate road space for walking and cycling more limited and challenging.

## 1.2 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.

<sup>1</sup> Source [Population and household estimates, England and Wales: Census 2021 - Office for National Statistics \(ons.gov.uk\)](https://ons.gov.uk)

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 needed to improve routes and encourage 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 levels of housing development have 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. Detail regarding the emerging plan can be found here: [Emerging Local Plan - Fenland District Council](#)

With housing growth and development comes an increasing pressure on the highway network. Work is underway to understand and deliver necessary highway improvements to accommodate growing demand. Alongside this, it is an important priority to ensure that unnecessary travel by car is minimised wherever possible and encourage a shift to sustainable transport 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. This is a shift in travel behaviour that is important to maintain and continue.

During the pandemic, businesses have been put under extraordinary strain, with many, large and small, at risk of not surviving. To help support these businesses and to keep emissions low by discouraging longer journeys a key message 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 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 a 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.

### 1.3 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:

<b>National Strategy</b>	<b>Published</b>
National Cycling and Walking Investment Strategy 1	2017
Gear Change: A bold vision for walking and cycling in England	2020
National Cycling and Walking Investment Strategy 2	2021
Local Transport Note – LTN 1/20 Cycle infrastructure Design	2020
 <b>Local Strategy</b>	 <b>Published</b>
Cambridgeshire and Peterborough Local Transport Plan (LTP)	2020
Cambridgeshire Local Cycling Walking Investment Plan	2021
CCC Transport Investment Plan	Annual
Fenland Local Plan (adopted)	2014*
Market Town Transport Strategies (MTTS):	
Chatteris (2010)	2010
March (2013)	2013
Whittlesey (2012)	2012
Wisbech (2014)	2014
Fenland Transport Strategy – adoption expected 2023	Development in progress
CCC Active Travel Strategy – adoption expected 2023	Development in progress
March Area Transport Study (MATS)	2013 & 2020
Right of Way Improvement Plan (ROWIP)	2016
Wisbech Access Strategy (WAS)	2017

More details regarding these strategies and key points relating to this strategy can be found in [Appendix 1](#).

\* Detail regarding the emerging Local Plan can be found here: [Emerging Local Plan - Fenland District Council](#)



## 1.4 Strategy consideration of different modes of travel

The following sections set out the modes of travel considered within this strategy and the rationale behind this.

### Walking and Cycling

Shifting travel trends away from the private car to walking and cycling is known to have numerous benefits including promoting healthier lifestyles, reducing traffic congestion and improving air quality<sup>2</sup>.

Around 25% of all car trips across Fenland and Cambridgeshire are under 2km in length<sup>3</sup> and yet walking and cycling accounts for only 1% of journeys in Chatteris, Whittlesey and Wisbech and around 2% of all journeys in March<sup>4</sup>.

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.

### Electric-assisted pedal bicycles (e-bikes)

E-bike 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).

E-bikes 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 E-bike 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 e-bikes 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 e-bike in as little as 20 minutes.

E-bikes, 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 'e-bike like' machines such as speed-pedelecs or throttle controlled bikes. This criteria can be found at [Electric bikes: licensing, tax and insurance - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/electric-bikes-licensing-tax-and-insurance).

### Mobility Scooters

Life expectancy has been gradually increasing from around 75 years in 1990 to around 81 in 2020<sup>5</sup>. As a result 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. The aging population is one reason that mobility aid use, such as scooters or electric wheelchairs, is becoming increasingly prevalent.

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<sup>2</sup> Source: [https://www.sustrans.org.uk/media/5949/bikelife19\\_greater-cambridge\\_web.pdf](https://www.sustrans.org.uk/media/5949/bikelife19_greater-cambridge_web.pdf)

<sup>3</sup> Source: 2011 Census and Transport/Health JSNA

<sup>4</sup> Source: CCC Traffic Monitoring Report 2019

<sup>5</sup> Source: [U.K. Life Expectancy 1950-2021 | MacroTrends](https://www.oecd.org/health/expectancy/)

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 \(www.gov.uk\)](https://www.gov.uk/mobility-scooters-and-powered-wheelchairs-the-rules).

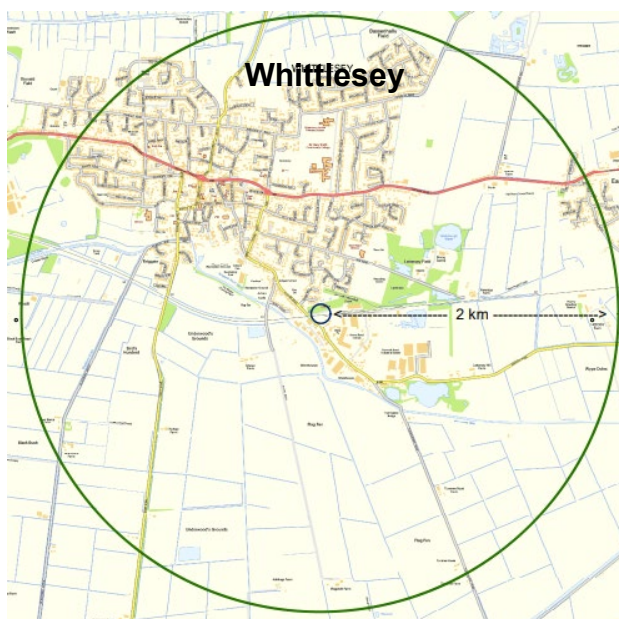
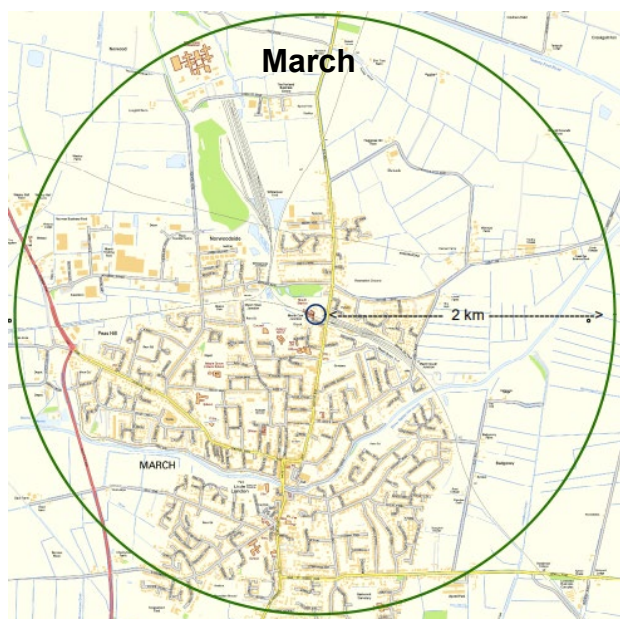
The flat landscape of Fenland makes mobility scooters or powered wheelchairs a very viable option for people with restricted mobility. This is something the strategy aims to support. To achieve this more work is needed to understand where improvements can be made to existing routes to create better access and opportunities for mobility aid use. Key considerations for this are the provision of dropped kerbs, level surfaces and path widths.

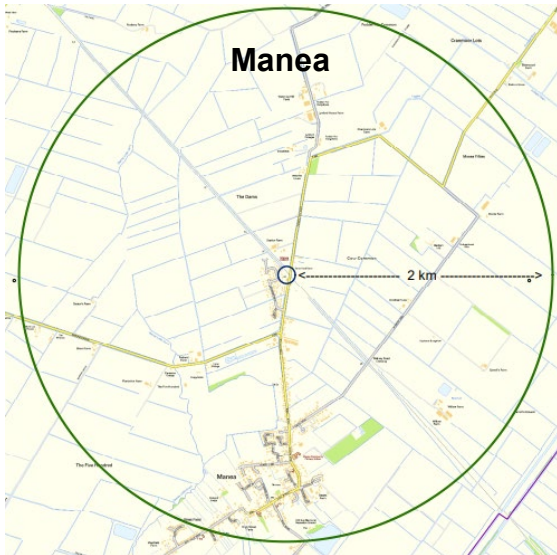
### Railway Travel

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, Norwich, Nottingham and Birmingham.

Connection via the railway 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.

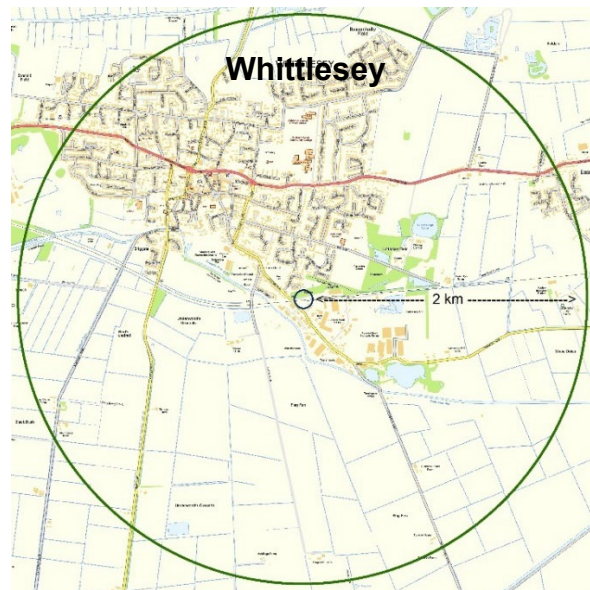
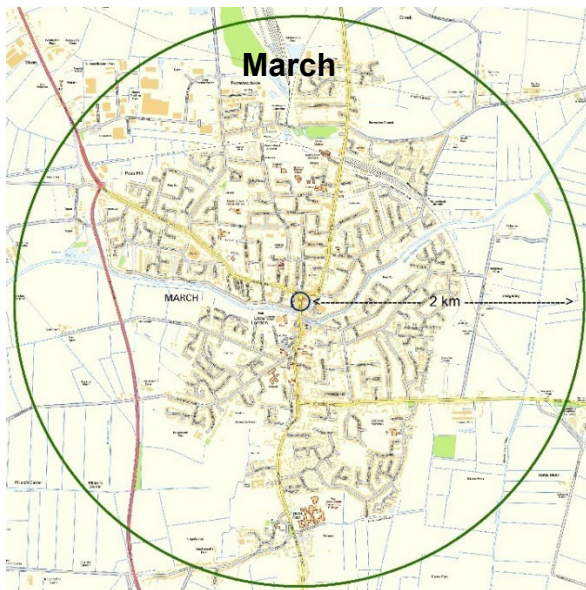
Improving routes and links to public transport such as Fenland's railway stations enables longer journeys to be undertaken more sustainably. Therefore, developing and improving connections to residential areas within 2km (5km for cycling) of each station is an important priority for this strategy.





### Bus Services

Key bus stops/stations are located within the town centres of Whittlesey and Wisbech with many routes also converging in the centre of March. These sites are all within 2km of the residential areas of each town.







Improving walking and cycling provision that links with these onward travel opportunities is vital to a successful 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 very important activity in the rural community and must be considered and accommodated within 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 consider adding value by including provision 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. A clear understanding of all user requirements and a delicate balance of interventions is essential for the improvement or introduction of multi-user routes.

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## 2. METHODOLOGY

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### Project Funding

In November 2020 FDC Cabinet approved development funding for a Fenland Walking, Cycling and Mobility Strategy incorporating the findings from the March Area Transport Study Walking and Cycling Strategy (April 2020). This included a financial contribution from the Hereward Community Rail Partnership to develop the strategy.

### Fenland Transport and Access Group

The strategy project was overseen by the Fenland 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). Its aim is to ensure that there is one integrated approach for transport and accessibility in the Fenland area, one approach to address the challenges of a local rural transport network.

The TAGs involvement in the development of this strategy provided a wide-ranging representation of local transport and strategy experts to inform the strategy content. The input and insight provided by Town Council Members ensured that local needs remained the key focus of this document.

### Route Review & Stakeholder Engagement

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 achieved 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. Results from the survey were used to develop the strategy and identify best practice for route improvements.

### Route Mapping & Audit

Routes linking main residential areas to places of education, health care and employment were mapped out for each Fenland Town. A high-level audit reviewing current provision in terms of path widths, lighting and opportunity for improvements was carried out on each section. The resulting scheme recommendations from this work are set out in Section 6: Action Plan & Recommendations.

### Strategy Approval

The first draft of this strategy, Version 1, was adopted as policy by FDC Cabinet in September 2021. This document is the second version of the strategy, revised following a full public consultation.

### Strategy Review – Public Consultation 2021/2022

A public consultation was undertaken in December 2021/January 2022 inviting views and comments regarding the adopted strategy content, action plan and recommendations. A total of 64 complete survey responses were received. The results of this survey and views provided were used to revise and update the document, creating Version 2 of the Fenland Cycling, Walking and Mobility Improvement Strategy.

## 3.PROJECT DELIVERY

### Initial Survey Work & Feedback

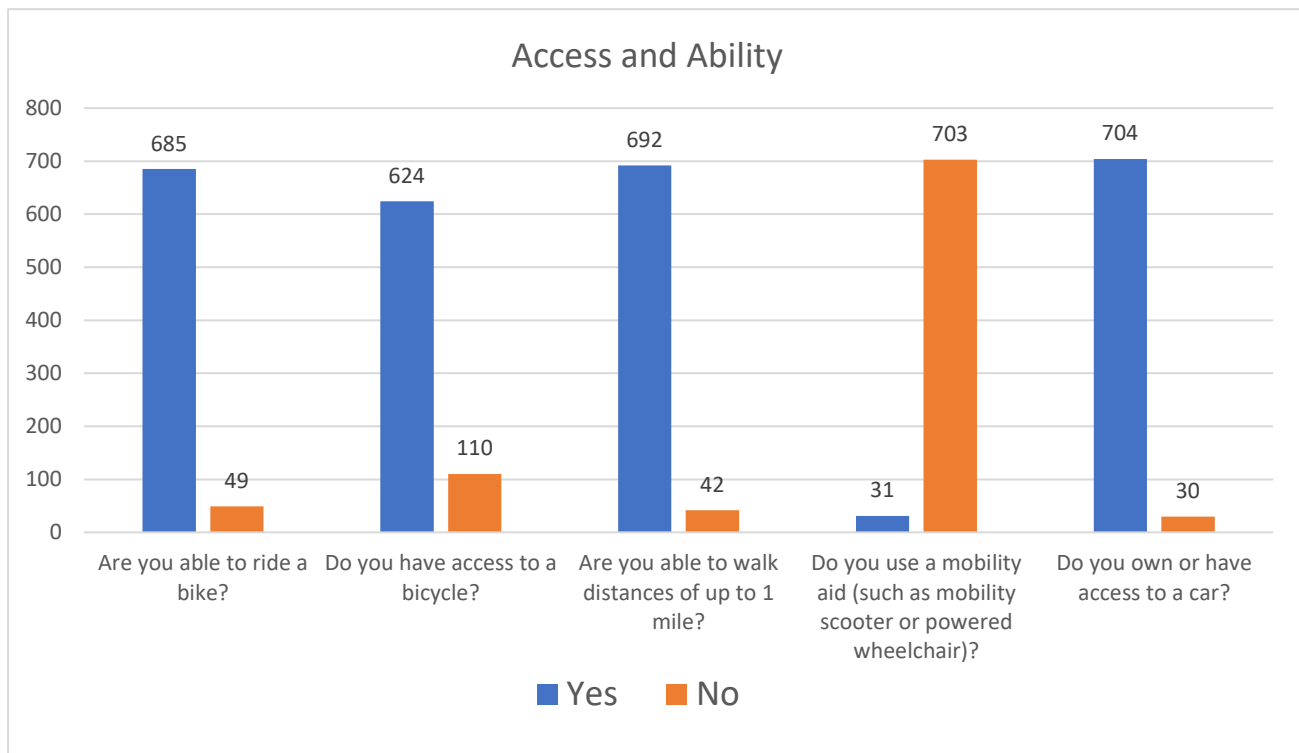
Initial survey work undertaken in early 2021 as part of developing this strategy asked local residents and visitors to Fenland key questions relating to walking, cycling and mobility scooter use. 734 surveys were completed in total.

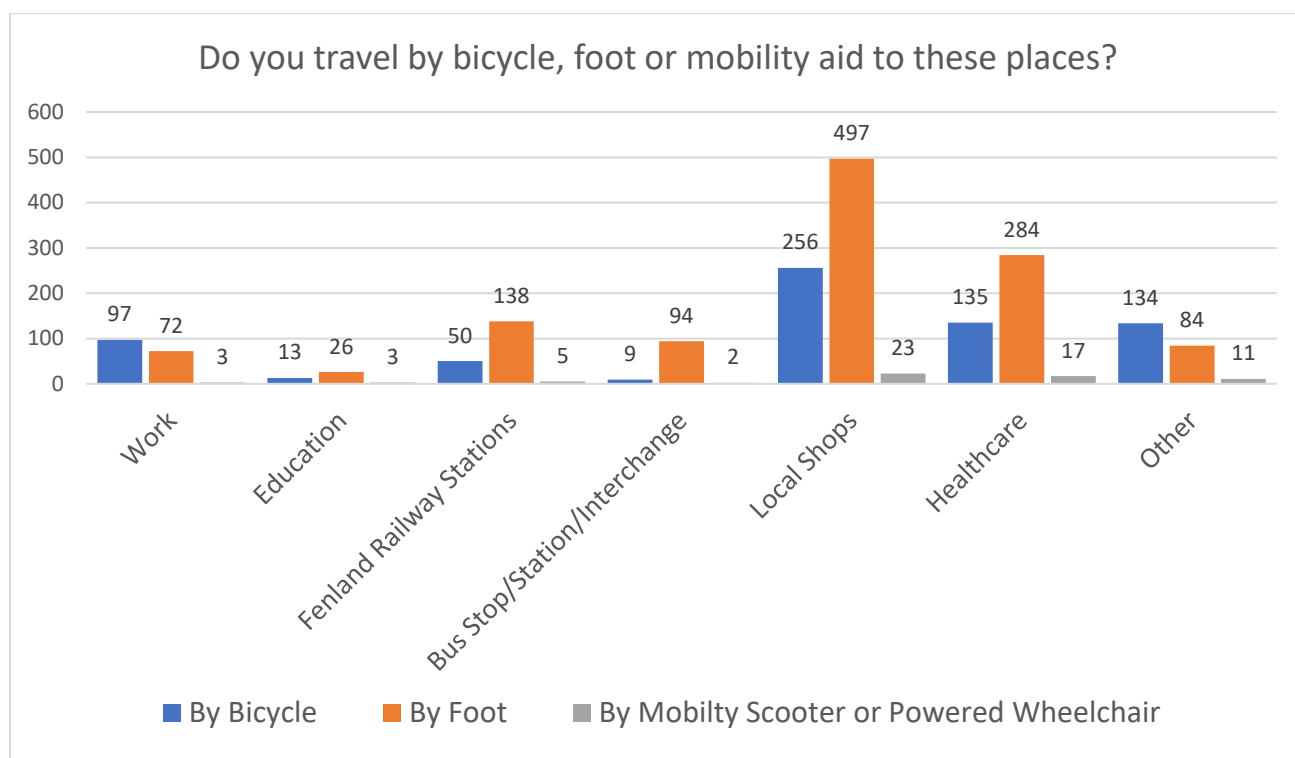
Almost all participants stated they either live, work or access education in Fenland with a few (1%) living/working nearby.

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?'.

From the survey results 685 people 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.

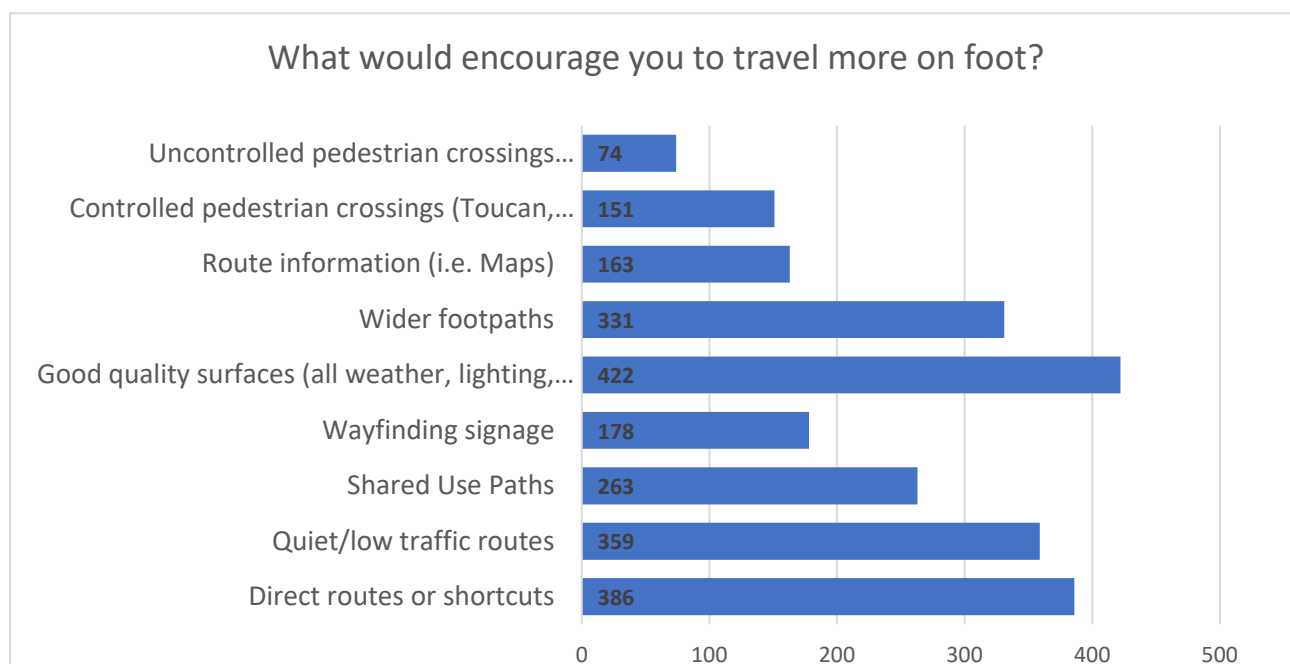
These results are set out in the tables below:



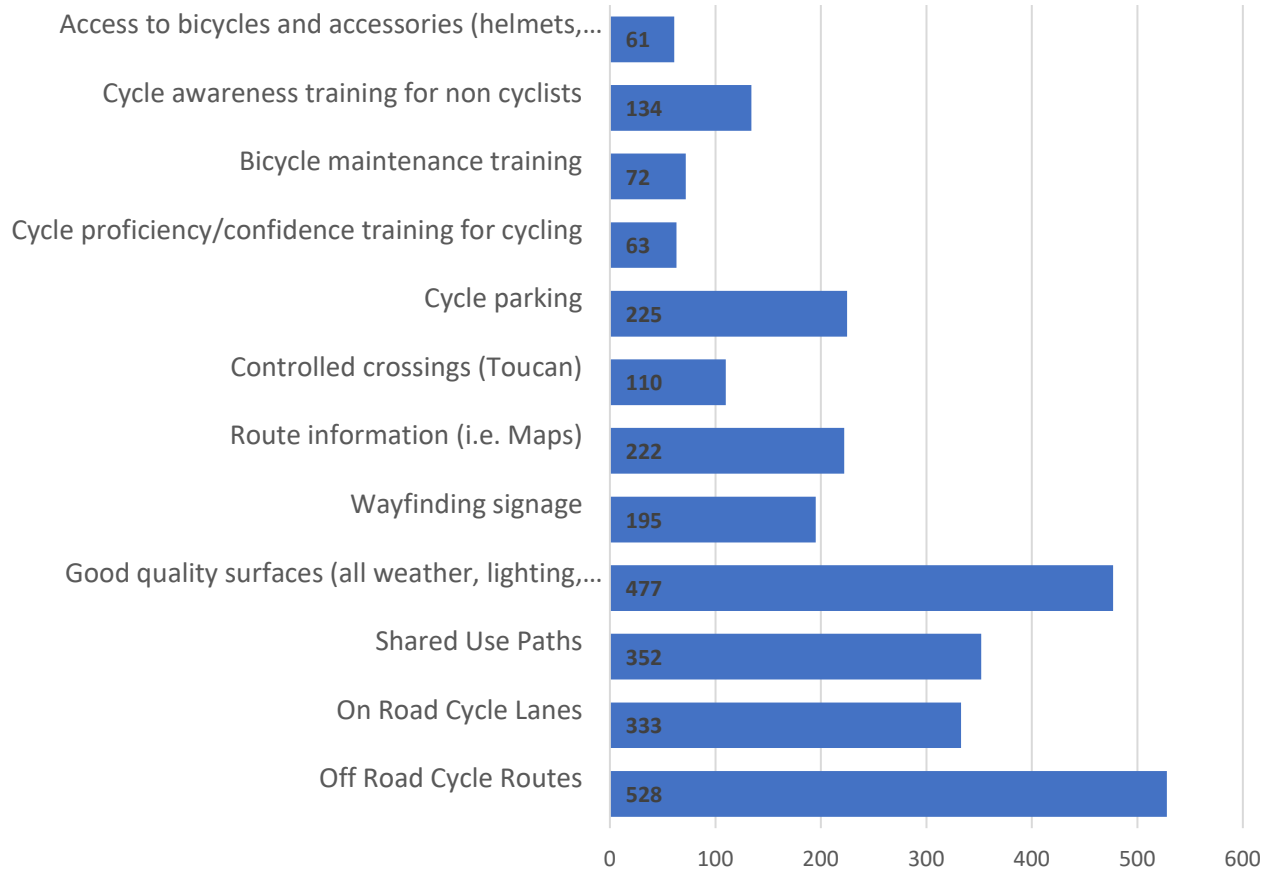


### Preferred improvements for Fenland

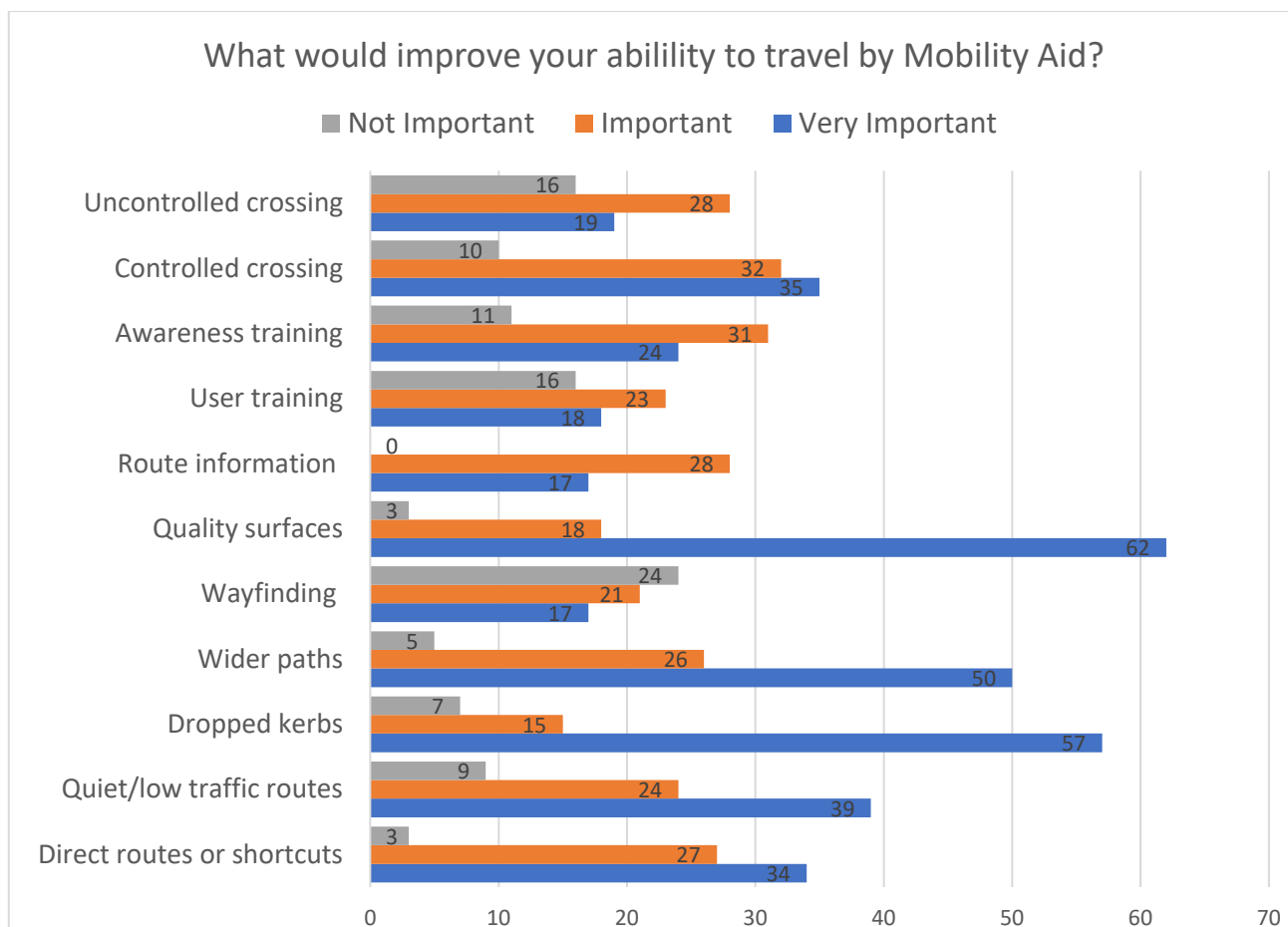
Using the responses from the survey the following information has been collated to show the improvements local residents, workers and visitors feel would most help them choose to walk or cycle more or provide them with better mobility scooter access.



### What would encourage you to travel by bicycle?







### Route Mapping & Audits

Key routes were selected through a mapping exercise to identify the main connecting options for travelling between major residential areas and learning or employment zones within Chatteris, March, Whittlesey and Wisbech.

Strategic links between settlements have also been identified using the existing National Cycling Network (NCN) routes and the A141 between Guyhirn and Chatteris. In addition, these routes have been linked in places to provide circular routes and improve the connection of the network.

A high-level audit was undertaken along each route mapped out for the four Fenland Towns. 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 routes identified and recommendations resulting from this audit are set out under each town in Section 6 Action plan & recommendations.

### Strategy review and Public Consultation 2021/2022

Version 1 of the strategy was put to public consultation in December 2021/January 2022 inviting views and comments on the adopted strategy content, action plan and recommendations. The consultation was advertised online via Facebook, Twitter and the Fenland District Council website. A press article was also featured in the local newspapers and adverts displayed in key locations across each town and village.

A total of 64 complete survey responses were received. Of these responses 89% supported the overall approach to the strategy. With comments including “This is urgently required”, “I think the action plan is very well thought out”, “Some great suggestions to improve pedestrian access to schools”.

The remaining 7 respondents stated they were not in favour of the strategy approach for the following reasons:

- the content needs to provide more focus on villages,
- the schemes identified should be bolder and
- no focus on provision for equestrians within this strategy.

With the exception of specific provision for equestrians within the strategy (see 1.4 Strategy consideration of different modes of travel) the strategy document has now been revised to better incorporate views provided through this consultation.

The full consultation results will be made available on the Fenland District Council website.

## 4. STRATEGY

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### Introduction

It is recognised that across Fenland district there will be different requirements and different walking and cycling constraints. This means that there is not a 'one size fits all' solution for making walking and cycling the first choice for short journeys. However, there are key elements to creating consistency across all routes and successfully promoting sustainable travel.

This strategy sets out core objectives that can be applied in all instances. The objectives aim to provide enough flexibility to ensure that even challenging locations can achieve realistic improvements and are not left behind if resolutions are difficult. This high level, approved approach ensures identified schemes and projects are well supported and can compete for funding on a national level, with the intention of giving Fenland the best chance of overall success.

The following chapter sets out the strategic aims, objectives, approach and priorities for encouraging walking and cycling and developing a connected walking and cycling network in Fenland.

### 4.1 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."***

### 4.2 Objectives

These core objectives are 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) has 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 demonstrate freedom, health and wellbeing through local travel.

## 4.3 Strategy Approach

### Main focus

Initially, this strategy's main focus is to encourage more people to regularly choose walking and cycling as their first choice of travel for short journeys. It aims to improve core walking and cycling networks within each town and strategic cycle route across Fenland, linking its market towns and connecting Whittlesey to Peterborough. Additionally, it recognises that there are key areas of missing pavement, especially in the villages outside of the towns. These constitute both a safety hazard and a barrier to walking as opposed to driving for local journeys. The strategy seeks 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.

### Phasing

To achieve meaningful improvement to cycling and walking routes, as well as providing missing pedestrian infrastructure, a phased approach and strategy review programme is needed. Phasing and reviews will be set out to expand on what has been completed to date as scheme delivery is achieved. *It is recognised that within all strategy phases route safety not only in towns but in villages must be a priority.*

### Funding

A district network 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 improve Fenland walking and cycling infrastructure to the same standards enjoyed by other parts of the country. It is therefore intended that this strategy and the recommendations within it are well supported and clearly align with existing local and national objectives. This will ensure 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.

## 4.4 Strategy Priorities

### Access to key locations

To embed walking and cycling as the first choice for travelling short distances this strategy is specifically targeting access to health, education, employment and leisure. By encouraging walking and cycling into every-day essential journeys this strategy aims 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, learning 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 typically much faster than any road option across Fenland. 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.

As highlighted earlier in this strategy document, significant portions of Manea, March and Whittlesey's residential areas are within 2km of a Fenland railway station. As the remainder of both towns and the villages of Manea, Eastrea and Coates are within 5km of a station this also provides strong opportunities for cycling links.

Chatteris and Wisbech are less well connected to the Fenland railway stations with regards to walking and cycling opportunities due to the distances involved. For example, Wisbech Town Centre to March Station is 10 miles, Chatteris Town Centre is 8.5 miles to March Station or 7 miles to Manea Station. However, increasing use of e-bikes and their ability to make longer distances achievable for more people mean that longer cycling networks are becoming more viable. Improving longer distance connections between these towns and the railway by way of cycle route improvements to the NCN 63, A141 and between Chatteris and Manea is included within this strategy.

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 often under used services which are essential for those without access to a private vehicle. An example of this for longer journeys is the Excel bus service. This provide links from Wisbech and Guyhirn to Peterborough and King's Lynn railway stations.

Promoting these sustainable transport modes is included in the action plan for this strategy along with route improvement recommendations to these hubs.

#### Developing a Fenland-wide walking and cycling network

This strategy and the recommendations within it aim to consider the network as a whole. It is purposefully ambitious but realistic in terms of what can (or cannot) be achieved at this time.

Improving existing infrastructure and addressing localised gaps in the network is the starting point, or building block, to creating a truly connected Fenland-wide network.

Strategic links between settlements have been identified using the existing National Cycling Network (NCN) routes and the A141 between Guyhirn and Chatteris. 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 routes have been identified as the most likely desire lines within each town and for journeys between each this does not mean that every road or pathway is suitable for infrastructure improvements. Potential options for alternative route recommendations must be included where necessary.

#### 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 statics published at [www.police.uk](http://www.police.uk) which shows the reported bike thefts are as follows:

Area	Total thefts reported between June 2020 and June 2021 (1 year)	Total thefts reported between June 2018 and June 2021 (3 years)
Wisbech	78	250
March & Chatteris	20	124
Whittlesey	4	23

This localised data shows that variations to the recommendations for a particular place based on specific needs, such as cycle pods rather than more standard cycle parking for Wisbech is an important part of this strategy.

## 5. POLICIES & DELIVERY APPROACH

### Introduction

For the successful delivery this strategy needs to be underpinned with principles of action set out as policy. This chapter provides details of these policies and explains the delivery approach.

### 5.1 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.	<p>This will be achieved by</p> <ul style="list-style-type: none"><li>• identify gaps in the network and recommendations for existing routes including improvements to facilitate better access for mobility aid users.</li><li>• Addressing safety concerns for walkers and cyclists.</li><li>• actively sourcing funding opportunities for scheme delivery</li><li>• enabling supporting infrastructure such as cycle parking</li></ul>
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	This will be achieved by supporting integrated transport

demonstrate making local walking and cycling journeys	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

### 5.2 Funding and Scheme Delivery

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

#### Network improvements

All works relating to the public highway and infrastructure must be planned and designed carefully. This process takes time.

The walking and cycling improvement schemes set out in this strategy will need to be delivered through the following phases:





The timeframes needed for each phase will be dependent on the size and type of scheme. This strategy categorises each scheme as either a short, medium or long term project with the scoping/feasibility and design work set into phases. The estimated dates this work will be achieved is set out below -

	Phase 1	Phase 2	Construction
Short Term	By 2027	N/a	2022 – 2028
Medium Term	By 2030	By 2034	2029 – 2035
Long Term	By 2034	By 2040	2036 – 2042

It is important to note that these are estimated timeframes which will be dependent on a variety of factors, including available resource and funding opportunities going forward. Business Case work for larger schemes may be needed to show value for money and scheme benefits to secure third party funding, in these instances this work will need to start well in advance.

The exception to these timeframes is the schemes being taken forward through the March Area Transport Strategy work. Cambridgeshire County Council has secured funding from Cambridgeshire & Peterborough Combined Authority for the completion of the short term schemes. Design work for these schemes is being undertaken in 2022 and construction is expected to follow shortly. Phase 2 work has also been costed and funding options are being explored to complete this through the MATS project.

### Funding

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

As stated earlier in this document, it is not expected that Fenland District Council will achieve the infrastructure schemes set out in this strategy alone. The recommendations and delivery phases identified

are therefore able to be taken forward by Fenland District Council or any other relevant authority or appropriate organisation.

### 5.3 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 include:

#### Place

- 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 that improve safety and security for pedestrians, cyclist and mobility aid users and 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.

#### People

- Identify, cost and deliver education and training projects to improve walking, cycling and mobility confidence. Including 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.
- Engage with disability groups to explore options to encourage mobility and travel.

## Promotion

- Highlight and promote walking and cycling as a greener, healthier modes of 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 to improve mobility e.g. Whittlesey Heritage Walk.
- Engage with partner organisations to support mobility projects. Highlight and promote good practice 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.

### 5.4 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 action plan quarterly at their Steering Group meetings.

Version 1 of this strategy was reviewed by public consultation in 2021. The revised document, (Version 2) will be submitted to FDC Cabinet in Autumn 2022.

A further full content review and next phase update will be completed on the strategy in 2032.

## 6. ACTION PLAN & SCHEMES

The projects and network schemes required to deliver this strategy have been set out in the following chapters.

### 6.1 Action Plan

A variety of activities are required to fully realise the objectives set out with this strategy. These range from influencing wider developments and delivering projects that support and encourage more walking and cycling to designing and implementing physical infrastructure improvements. The details of the specific activities identified for the delivery of this strategy are set out in [Appendix 2 – Strategy Action Plan](#).

The Strategy Action Plan includes targets and project milestones set against each item to ensure programme delivery and measure progress. Expected completion dates are provided although it is recognised that most aspects of each activity are an ongoing requirement if walking and cycling is to become and remain a priority for shorter journeys or journey links.

A comprehensive list of physical interventions has been identified within this strategy. The general delivery plan for these schemes is set out under item 2b of the Strategy Action Plan. The remaining chapters within this section set out the detail, approach and delivery phases for these schemes.

### 6.2 Physical Interventions

#### Preferred approach for physical improvements

An obvious barrier to walking, cycling and the use of mobility aids is lack of or low-quality infrastructure. Generally, options to improve infrastructure can be wide ranging and varied. However, this does not mean that any option is suitable or deliverable. The table below sets out the preferred interventions identified for Fenland. This list is based on the general cost and deliverability expectations of options and has been informed by responses to the 2021 survey to ensure they have public support:

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

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.

### How each scheme is helping to deliver the strategy.

Scheme recommendations need to help deliver the overall strategy.

In order to demonstrate that each project supports the overall strategy, schemes will be categorised based on the following:



### 6.3 Recommendations for Chatteris

The main, or core, route links around Chatteris have been highlighted on the map on the right. These routes connect key places of employment, education, healthcare and the town centre with residential developments across Chatteris. A route has also been highlighted towards Manea as this links to Manea Railway Station (6 miles) and should be considered for larger, long-term cycling improvements for multi-modal journeys using rail.

The routes highlighted on the map were audited in 2021 as part of the development of this strategy. The results of this audit along with input from the Town Council and members of the public through the consultation process have been used to inform the improvements recommended. These recommendations have been set out as individual schemes for Chatteris.

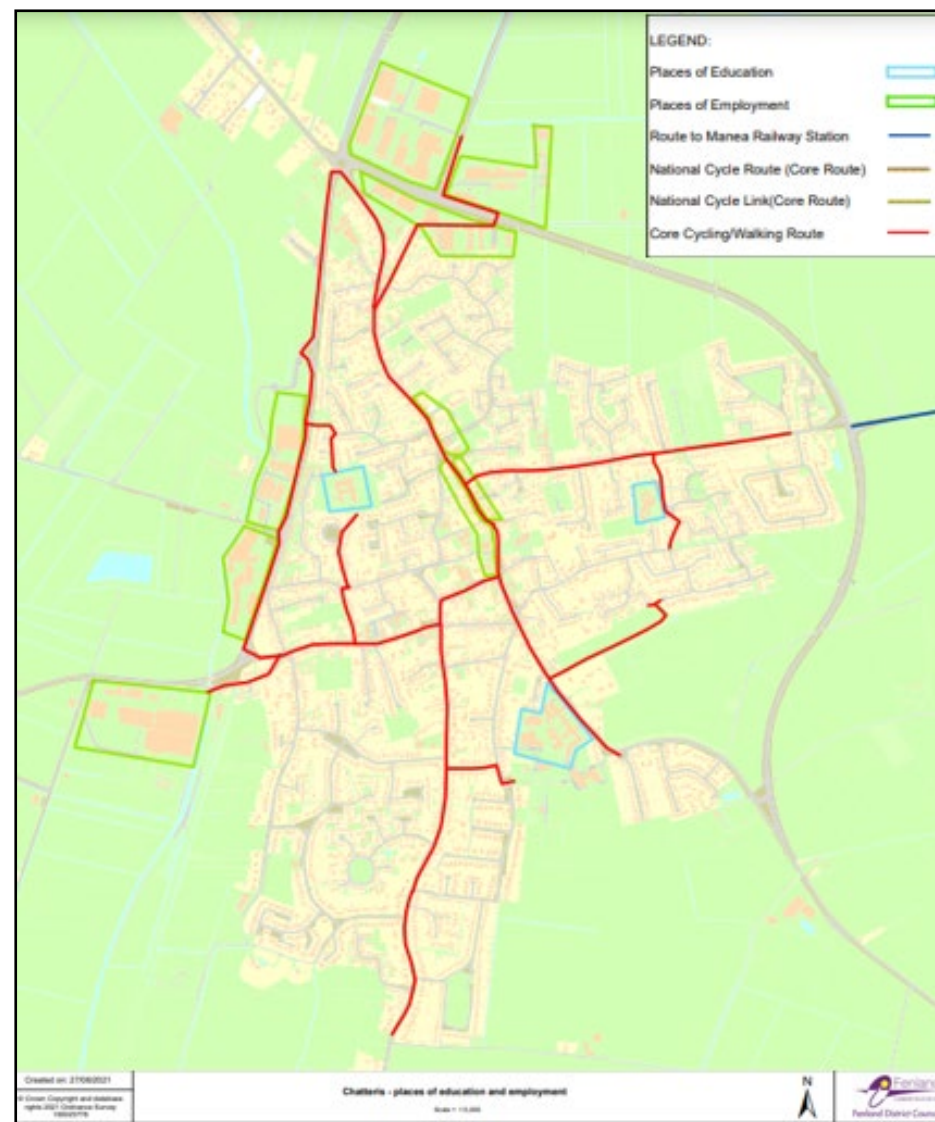
Each scheme has been identified for short, medium or long term design and delivery. This is based on the size of the project, the expected amount of time each scheme would take to deliver and the volume of work that could be realistically completed within each time frame. However, it is important to note that individual timeframes for each project may change depending on resources and available funding.

The full list and details of each scheme including delivery phases are set out in [Appendix 3 – Chatteris Schemes](#).

Each scheme has been set out as individual projects. Depending on available funding, these could be delivered individually or grouped together as packages. This could be based on location, linking a range of projects along one section of route or packages could be grouped together based on category. Possible categories that could be delivered as packages for Chatteris are:

- The installation of dropped kerbs
- Junction reviews
- Pedestrian crossings
- Missing footpaths

Grouped schemes or individual projects could also be package with similar or related projects identified for other towns or areas of Fenland. The potential for this option has been left open within this strategy document. This ensures flexibility to explore a range of large or small funding options as these come forward.



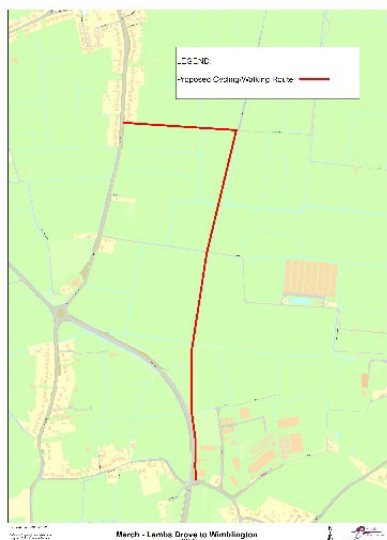


## 6.4 March Recommendations

The March Area Transport Study (MATS) identified six key route corridors across March providing main links to employment areas and education. These routes have been highlighted on the map on the right. Audits of existing walking and cycling provision along each route were undertaken between October and December 2019 as part of this study to identify where improvements can be made to facilitate pedestrian and cyclist movement and promote sustainable travel options. This work was led by Cambridgeshire County Council and the Cambridgeshire & Peterborough Combined Authority with support from Fenland District Council and delivered by Capita.

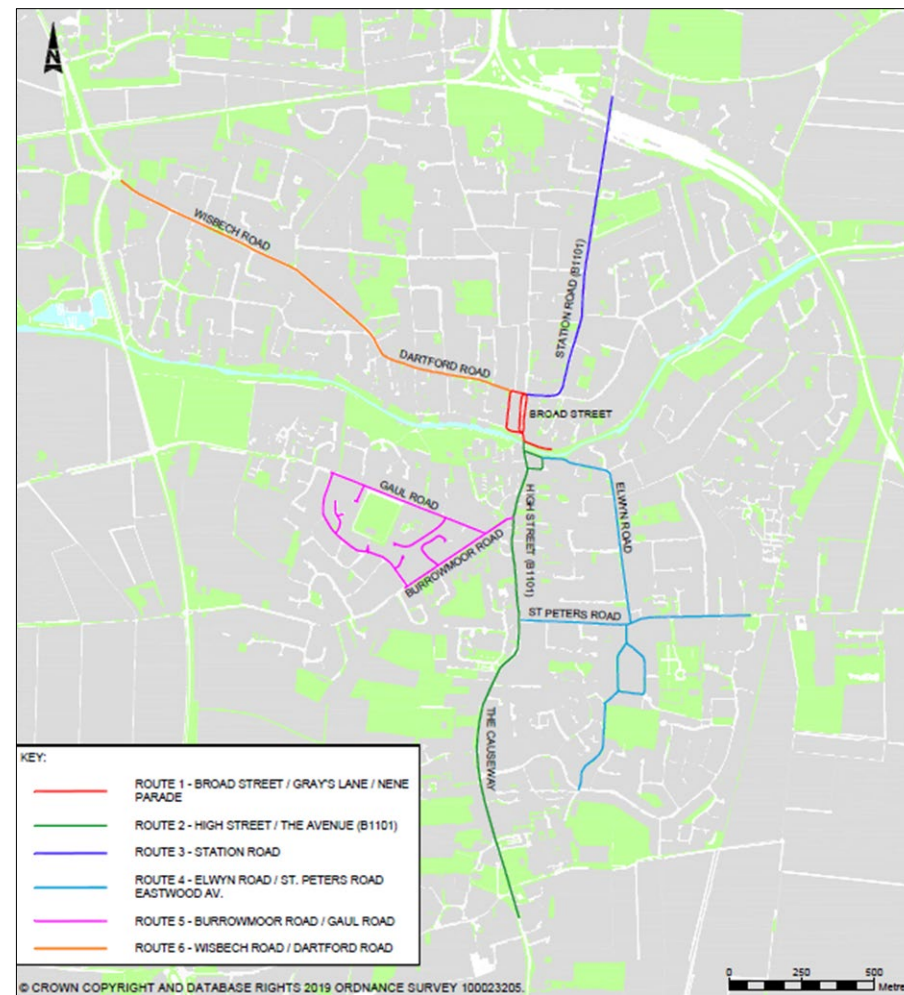
The recommendations from the MATS work have been developed into a programme of schemes which are included in **Appendix 4 – March Schemes**. This sets out the detail of each scheme and the delivery expectation for each recommendation. As explained earlier in Section 5.2 of this document scheme delivery phases include Scoping and Feasibility, Design Work, and Construction.

The delivery of the MATS schemes identified for March is being progressed by Cambridgeshire County Council with funding from the Cambridgeshire & Peterborough Combined Authority. Progress on this work will be monitored and supported as part of this strategy.



In addition to the MATS schemes this strategy includes proposals to improve the off-road link along Lamb's Drove to Wimblington. This is a member prioritised scheme to create a multi-modal route suitable for all users in all weathers. This will require suitable surface provision for bicycles or e-bikes whilst retaining sufficient portions of softer surfacing needed for equestrian use.

The full details of the March Area Transport Study including the Walking and Cycling Audit Reports can be viewed online at [March Transport Study - Cambridgeshire County Council](#)



## 6.5 Whittlesey Recommendations

The main, or core, route links around Whittlesey have been highlighted on the map to the right. These routes connect key places of employment, education, healthcare and the town centre with residential developments across Whittlesey. Important links through Whittlesey include the National Cycle Network Route 63 and connections to Whittlesea Railway Station to the south of town providing important multi-modal travel options for longer journeys.

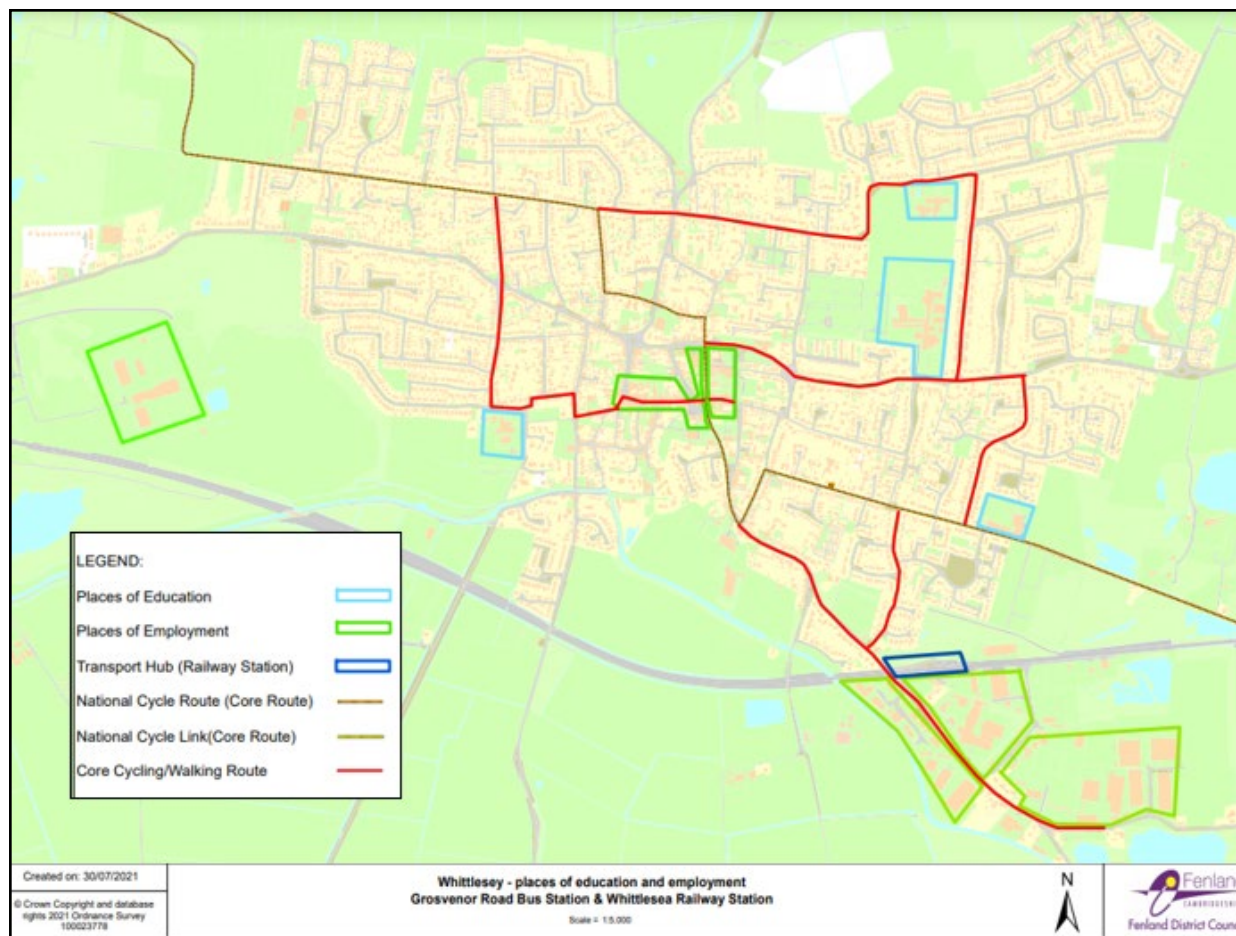
The routes highlighted were audited in 2021 as part of the development of this strategy. The results of this audit along with input from the Town Council and members of the public through the consultation process have been used to inform the improvements recommended in the table below. These have been prioritised based on the criteria set out on page 26.

Each scheme has been identified for short, medium or long term design and delivery. This is based on the size of the project, the expected amount of time each scheme would take to deliver and the volume of work that could be realistically completed within each time frame. However, it is important to note that individual timeframes for each project may change depending on resources and available funding.

The full list and details of each scheme including delivery phases are set out in [Appendix 5 – Whittlesey Schemes](#).

Each scheme has been set out as individual projects. Depending on available funding, these could be delivered individually or grouped together as packages. This could be based on location, linking a range of projects along one section of route or packages could be grouped together based on category. Possible categories that could be delivered as packages for Whittlesey are:

- Installation of dropped kerbs
- Introduction of advisory cycle lanes
- Junction width reviews
- New pedestrian crossings





- Signage and wayfinding

Grouped schemes or individual projects could also be package with similar or related projects identified for other towns or areas of Fenland. The potential for this option has been left open within this strategy document. This ensures flexibility to explore a range of large or small funding options as these come forward.

## 6.6 Wisbech Recommendations

The main, or core, route links around Wisbech have been highlighted on the map on the right. These routes connect key places of employment, education, healthcare and the town centre with residential developments across Wisbech. Links with the Town Centre, particularly Horsefair Bus Station are particularly important for multi-modal journeys. Wisbech also has two National Cycle Network routes, NCN 63 and NCN 1.

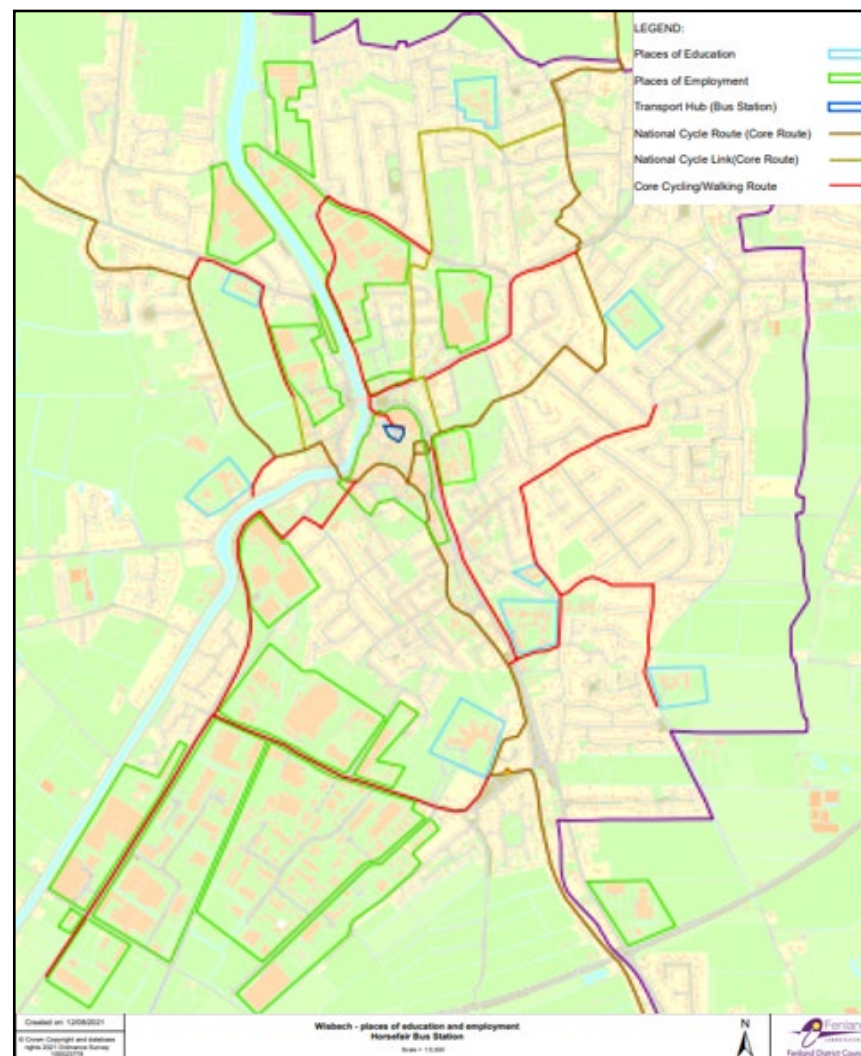
The routes highlighted were audited in 2021 as part of the development of this strategy. The results of this audit along with input from the Town Council and members of the public through the consultation process have been used to inform the improvements recommended in the table below. These have been prioritised based on the criteria set out on page 26.

Each scheme has been identified for short, medium or long term design and delivery. This is based on the size of the project, the expected amount of time each scheme would take to deliver and the volume of work that could be realistically completed within each time frame. However, it is important to note that individual timeframes for each project may change depending on resources and available funding.

The full list and details of each scheme including delivery phases are set out in [Appendix 6 – Wisbech Schemes](#).

Each scheme has been set out as individual projects. Depending on available funding, these could be delivered individually or grouped together as packages. This could be based on location, linking a range of projects along one section of route or packages could be grouped together based on category. Possible categories that could be delivered as packages for Wisbech are:

- Installation of dropped kerbs
- 20mph school zones
- Lighting improvements
- Signage and wayfinding
- Missing footpaths



Grouped schemes or individual projects could also be package with similar or related projects identified for other towns or areas of Fenland. The potential for this option has been left open within this strategy document. This ensures flexibility to explore a range of large or small funding options as these come forward.

## 6.7 Strategic Corridors Between Major Settlements

This map shows the core routes linking all four Fenland market towns which will also be included within this strategy. One route follows the NCN 63 which bisects the district linking Whittlesey, March and Wisbech. The second route connects Guyhirn to March with the potential to link onwards to Chatteris via the A141 to complete the four town link.

Schemes to improve the A141 (Guyhirn to Chatteris) off carriageway provision for pedestrians and cyclists, and to improve the NCN63 from Whittlesey (and Peterborough) to Wisbech are strategic priorities within this strategy, although it is appreciated that these schemes are of such a size that they cannot be delivered within a single programme. The initial priorities for this strategy will be to focus on:

(1) Peterborough to Whittlesey (NCN63 & Green Wheel).

*These off-road walking and cycling paths provide significant opportunities for commuting between Whittlesey and Peterborough for work and education via bicycle or e-bike. Potential for surface improvements, safety cameras and lighting will require scoping and feasibility. Due to the length of route this will cover this will be a long term scheme.*

(2) Peas Hill Roundabout to Mill Hill Roundabout.

*Provision of a safe walking and cycling route linking the north and south of March would connect large residential areas along the west of March. It will also support much longer commuter or recreational cycling routes between the market towns. This recommendation will explore the opportunity to provide new foot and cycle paths separated from the busy road using the grass verges.*

(3) Whittlesey to March (NCN63).

*This section of the network avoids the busy A605 providing a rural road route linking the two towns. This recommendation will explore opportunities for improved signage, surface upgrades (dry route section).*



## 6.8 Missing footpaths and Member priorities.

Missing sections of footpath can create major barriers to travel on foot. This is particularly problematic for villages where some lack of footpaths can also create safety concerns for the local community. To identify and address this across the district a programme of audit work is included in this strategy. A footpath audit will be undertaken for each Fenland village. This action is included in the Strategy Action Plan item 2.1. An example of how this approach may work are set out in the table below based on a simple alphabetical list of Fenlands villages. The timetable for these audits may be subject to change. Where possible this timeframe will be brought forward depending on available resources.

Village	Year	Village	Year	Village	Year
Benwick	1	Four Gotes	5	Parson Drove	9
Christchurch	1	Friday Bridge	5	Pondersbridge	9
Coates	2	Gorefield	6	Rings End	10
Coldham	2	Guyhirn	6	Thorney Toll	10
Doddington	3	Leverington	7	Turves	11
Eastrea	3	Manea	7	Tydd St Giles	11
Elm	4	Murrow	8	Wimblington	12
Foul Anchor	4	Newton	8	Wisbech St Mary	12

Missing sections of path or route links identified through village audits will be assessed and, where appropriate, worked into a scheme packages for feasibility, design and construction works. A contact process will also be established to enable residents to report missing footpath links to the FDC Transport Team via email. These reports will be reviewed as part of annual audit work.

Missing footpath provision identified and prioritised by members through the initial strategy development in 2021 include East Park Street, Church Lane and Doddington Road in Chatteris and along Cromwell Road in Wisbech (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 an all-weather route 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

New sites to be investigated based on public consultation recommendations (2022) include:

- Mayfield Road junction with Wype Road in Eastrea.
- March Road, Turves – linking residential properties to the post box, public house and bus shelter.
- Burnt House Road, Turves – linking residential properties to the post box, public house and bus shelter.
- Creek Road, March – connecting to level crossing.
- Hook Lane & Hook Road, Wimblington.
- Lerowe Road, Wisbech.



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## 7. PROGRESS TRACKING AND REPORTING

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A key message within this strategy is that the work identified to take forward is purposefully ambitious. Equally the volume of activity needed to realise the strategy vision is large. It is therefore not expected that Fenland District Council will deliver this work alone. Local Authorities, Developers and Transport Based Organisations will be able to use the content of this document and the recommendations within it to implement schemes or activities directly. It is only with this approach that the strategy can be taken forward. Despite this acknowledgement Fenland District Council is committed to delivering the actions and activities set out in the Strategy Action Plan (Appendix 2).

An annual report will record progress against the targets in the action plan which will be reviewed by the Fenland Transport and Access Group (TAG). The report will include updates relating to the following items:

- An annual review of the strategy and schemes,
- Village audit results,
- Public engagement and survey results,
- Progress on the delivery of schemes,
- Details of funding applied for,
- Education and training project updates,
- Details of routes promoted,
- Options and opportunities identified for mobility aid user improvements,
- Details of events attended
- An annual review of travel choice/modal shift data.

The Fenland Cycling, Walking and Mobility Aid Improvement Strategy Report will be published on the Fenland District Council website.

With continued support this approved strategy and action plan will enable Fenland to ensure walking and cycling is the first choice for shorter journeys or as part of longer journeys to access employment, education and healthcare.

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# APPENDIX

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(These will be links direct to the document once published):

Appendix 1 - Related Strategies

Appendix 2 – Action Plan

Appendix 3 – Chatteris Schemes

Appendix 4 – March Schemes

Appendix 5 – Whittlesey Schemes

Appendix 6 – Wisbech Schemes

## 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"> <li>• increasing cycling activity;</li> <li>• increasing walking activity;</li> <li>• reducing the rate of cyclists killed or seriously injured on England's roads;</li> <li>• and increasing the percentage of children aged 5 to 10 that usually walk to school.</li> <li>• Alongside the Strategy, new guidance was published on Local Cycling and Walking Infrastructure Plans (LCWIPs)</li> </ul>
<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"> <li>• better streets for cycling and people</li> <li>• cycling and walking at the heart of decision-making</li> <li>• empowering and encouraging local authorities</li> <li>• enabling people to cycle and protecting them when they do</li> </ul> <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>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
Published 2021 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"> <li>• planning for cycling</li> <li>• space for cycling within highways</li> <li>• transitions between carriageways, cycle lanes and cycle tracks</li> <li>• junctions and crossings</li> <li>• cycle parking and other equipment</li> <li>• planning and designing for commercial cycling</li> <li>• traffic signs and road markings</li> <li>• construction and maintenance</li> </ul>	<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"> <li>• Coherent</li> <li>• Direct</li> <li>• Safe</li> <li>• Comfortable</li> <li>• Attractive</li> </ul>
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"> <li>• Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all</li> <li>• Provide ‘healthy streets’ and high-quality public realm that puts people first and promotes active lifestyles</li> <li>• The document also includes policies for walking and cycling which aim to:</li> <li>• Support an increased number of walking trips by establishing safe, interconnected pedestrian connections between key destinations across our cities and towns</li> <li>• Increase the number of cycling trips through establishing safe and interconnected cycling links across the region’s cities, towns and settlements</li> </ul>
Cambridgeshire	Linked to Gear Change and LTN 1/20 this strategy aims to develop	This strategy should make the case for investment in local walking and cycling

Strategy / Plan	Overview	Key Points
<p>Local Cycling Walking Investment Plan</p> <p>Published 2021</p> <p>Strategy level: Local</p>	<p>plans for local walking and cycling investment for the long term, ideally at least a 10 year period.</p>	<p>infrastructure</p>
<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>Plans for more new homes and increased employment opportunities are expected to be included in the emerging Fenland Local Plan to 2040. This plan, once adopted, will replace the</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> <ul style="list-style-type: none"> <li>• Creating opportunities for employment in accessible locations</li> <li>• Promoting and facilitating healthy lifestyles</li> <li>• Providing and maintaining effective, sustainable and safe transport networks</li> </ul> <p>Policy LP15 – Facilitating the Creation of a More Sustainable Transport Network in Fenland.</p> <ul style="list-style-type: none"> <li>• Deliver an integrated approach to transport that is sustainable and facilitates growth.</li> </ul>



Strategy / Plan	Overview	Key Points
	current Fenland Local Plan, published in 2014. Detail regarding the new plan can be found here: <a href="#">Emerging Local Plan - Fenland District Council</a>	<ul style="list-style-type: none"> <li>• Improves accessibility for everyone by all modes of travel.</li> <li>• Reduce the distances needed to travel and increase the options available to undertake journeys.</li> <li>• Deliver robust networks and facilities for walking and cycling.</li> <li>• Prioritise schemes which complete gaps in the network, especially those that will encourage more local walking and cycling journeys.</li> </ul>
<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>
March Area Transport Study (MATS)	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	<p>The MATS work included a Pedestrian, Signage and Cycling Strategy for March (April 2020).<sup>1</sup></p> <p>This strategy has 3 area:</p>

<sup>1</sup> [March Area Transport Study - Pedestrian, Signage and Cycling Strategy \(cambridgeshire.gov.uk\)](#)

Strategy / Plan	Overview	Key Points
<p>Published 2013 and 2020</p> <p>Strategy level: Local</p>	<p>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>	<ul style="list-style-type: none"> <li>• Walking and cycling audits</li> <li>• Safe routes to school audits</li> <li>• Pedestrian and cycle signing audits</li> </ul> <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: Local</p> <p>Wisbech Access Strategy - Cambridgeshire County Council</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</p> <ul style="list-style-type: none"> <li>• which meets the needs of the whole community for safe sustainable local transport,</li> <li>• which improves public health,</li> <li>• enhances biodiversity,</li> <li>• increases recreational opportunities and</li> <li>• contributes to the rural economy'.</li> </ul>
<p>Wisbech Access Strategy (WAS)</p> <p>Published 2017</p> <p>Strategy level: Local</p>	<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 – ACTION PLAN (TARGETS & MEASURABLES)

Policy	Action What will we do?	Targets & Measurables How will we do this & how will we measure progress?	Expected completion Date
Objective: Place – create the best conditions and infrastructure for walking, cycling and mobility aid across Fenland particularly for access to places of education and employment.			
1. 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.	1.1 Develop an up-to-date and supported strategy for walking, cycling and mobility aid users	<ul style="list-style-type: none"> <li>Final Strategy adopted by FDC Cabinet</li> <li>Annual review of strategy &amp; schemes</li> <li>Continued public &amp; stakeholder engagement</li> </ul>	Completion by 2022 Ongoing
	1.2 Influence the emerging Fenland Local Plan to ensure walking and cycling are at the centre of new developments	<ul style="list-style-type: none"> <li>Highlight and share the adopted Fenland Cycling, Walking and Mobility Improvement Strategy with Planning Policy colleagues developing the Fenland Local Plan.</li> <li>Review draft contents of Fenland Local Plan to ensure synergy with the Fenland Cycling, Walking and Mobility Improvement Strategy.</li> <li>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 &amp; adopted by FDC by 2023</li> </ul>	Completion by 2023
2. Develop - walking and cycling exemplar infrastructure within our Market Towns.	2.1 Identify gaps in the existing network & improvement requirements for existing routes.	<ul style="list-style-type: none"> <li>Undertake route audits &amp; review existing schemes</li> <li>Undertake missing footpath audits for each village</li> <li>Undertake public &amp; 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.</li> <li>Complete 5 route/scheme reviews and audit 2 villages per annum</li> <li>Achieve 100 no. survey responses per annum.</li> </ul>	Ongoing

Policy	Action What will we do?	Targets & Measurables How will we do this & how will we measure progress?	Expected completion Date
	2.2 Enable, encourage and deliver new infrastructure and improvements to existing routes	<ul style="list-style-type: none"> <li>• Identify, assess and publish recommended schemes.</li> <li>• Develop a baseline position and indicative costs to support/source funding for recommended schemes.</li> <li>• Encourage relevant local authorities and stakeholders to deliver recommended schemes where funding available.</li> <li>• Explore alternative funding opportunities to deliver schemes.</li> <li>• Deliver 50 route improvement schemes by 2037 (approx. 2 per annum)</li> <li>• Attend and contribute to 3 strategy engagement events per annum.</li> </ul>	Completion by 2021 Ongoing
	2.3 Improve safety and security for pedestrians, cyclist and mobility aid users.	<ul style="list-style-type: none"> <li>• Review lighting provision, secure cycle parking and suitable access provision as part of route audits.</li> <li>• Include results in scheme recommendations.</li> <li>• Engage with residents and visitors to understand issues and concerns.</li> <li>• Establish satisfaction data using online surveys.</li> <li>• Recommend and enable 2 safety/security improvements per annum.</li> <li>• Achieve 100 no. survey responses per annum.</li> <li>• Achieve a 2% increase in satisfaction rates per annum through online surveys.</li> </ul>	Ongoing
	2.4 Ensure new and existing infrastructure facilitates mobility aids users.	<ul style="list-style-type: none"> <li>• Encourage feedback from disability organisations to identify and deliver mobility improvements.</li> <li>• Progress 1no. Mobility enhancement scheme per annum.</li> <li>• Engage with 2 (minimum) disability organisations per annum.</li> </ul>	Ongoing
3. Maintain a consistent and ongoing approach to network improvements relating to walking and cycling routes	3.1 Ensure minimum planning requirements for walking, cycling and mobility are incorporated in to housing developments. Encourage enhanced provision where possible.	<ul style="list-style-type: none"> <li>• Provide consultation advise to planning applications.</li> <li>• Submit consultee comments regarding walking, cycling and mobility to large housing applications (over 50 dwellings).</li> <li>• Signpost developers, businesses and homeowners to funding opportunities and grant providers that help with walking, cycling and mobility improvements.</li> <li>• Provide a minimum of 5 consultee responses to planning applications per annum.</li> <li>• Share funding &amp; grant opportunities with 10 recipients per annum (when available)</li> </ul>	Ongoing - as required

Policy	Action What will we do?	Targets & Measurables How will we do this & how will we measure progress?	Expected completion Date
and access to places of education and employment	3.2 Develop a governance and review structure for local transport strategies including the Fenland Cycling, Walking and Mobility Improvement Strategy.	<ul style="list-style-type: none"> <li>• Incorporate strategy review to the Transport and Access Group (TAG) remit. Add Fenland Cycling, Walking and Mobility Improvement Strategy monitoring to TAG Action Plan &amp; Agenda.</li> <li>• Submit review amendments to the strategy to FDC Cabinet for approval.</li> <li>• Review progress against target delivery quarterly.</li> <li>• Review strategy and scheme content annually.</li> <li>• Publish strategy report via TAG webpage annually &amp; submit to FDC Cabinet.</li> </ul>	<p>Completion by 2022.</p> <p>Ongoing – quarterly</p>
Objective: People – ensure everyone has access to good quality routes, giving them confidence to make walking and cycling their first choice for local journeys.			
4. Enable – Walking and Cycling with safety and confidence for people of all ages	4.1 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.	<ul style="list-style-type: none"> <li>• Secure funding to enable schools to roll out cycling proficiency training across Fenland.</li> </ul> <p>Delivery of the following TAG projects:</p> <ul style="list-style-type: none"> <li>• Work with the TAG to develop the Transport Champion programme</li> <li>• Secure funding, recruit and train Transport Champions for each town.</li> <li>• Work up and cost the Travel Buddy programme.</li> <li>• Secure funding, recruit and train Travel Buddies for each town.</li> <li>• Enable/Support 12 schools to deliver cycle training by 2027</li> <li>• Recruit 16 volunteer Transport Champions by 2027</li> <li>• Establish Travel Buddy programme by 2027</li> </ul>	Delivery by 2027
	4.2 Identify, promote and deliver schemes to support access to essential walking, cycling and mobility equipment such as bicycles, safety wear and mobility aids.	<ul style="list-style-type: none"> <li>• Set out proposals and secure funding for equipment grant schemes</li> <li>• Deliver grant scheme project by 2030</li> </ul>	Completion by 2030

Policy	Action What will we do?	Targets & Measurables How will we do this & how will we measure progress?	Expected completion Date
	4.3 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.	<ul style="list-style-type: none"> <li>Promote highways reporting tool.</li> <li>Work with key partners to deliver community projects</li> <li>Include safety and security improvements in scheme recommendations</li> <li>Include details in annual strategy report</li> </ul>	Ongoing
	4.5 Engage with young people to promote walking, cycling and multi modal journeys.	<ul style="list-style-type: none"> <li>Secure funding for uniformed organisations such as Scouts to complete badges linked to travel and community impact.</li> <li>Facilitate multi-mode travel workshops, including bus and rail, with schools and youth groups.</li> <li>Engage projects in partnership with the TAG and the Hereward Community Rail Partnership.</li> <li>Deliver 5 workshops and 20 badge awards by 2027.</li> </ul>	Completion by 2027
5. Facilitate opportunities to travel and demonstrate making local walking and cycling journeys	5.1 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

Policy	Action What will we do?	Targets & Measurables How will we do this & how will we measure progress?	Expected completion Date
6. Encourage mobility and walking and cycling as a first choice for local journeys.	6.1 Highlight and promote walking and cycling as a greener, healthier modes of travel.	Work with partner groups relating to health, wellbeing and active lifestyles to promote walking and cycling as a first choice for local journeys.  Annual engagement with Everyone Health and Active Fenland to explore opportunities to link projects and promotion.	Ongoing
	6.2 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			
7. Communication through a range of mediums and media to promote routes and opportunities for local travel.	7.1 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  Completion by 2027
	7.2 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
8. Commission and deliver exemplar mobility projects and good practice	8.1 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.  Support delivery of 2 mobility projects per annum	Ongoing

Policy	Action What will we do?	Targets & Measurables How will we do this & how will we measure progress?	Expected completion Date
examples	8.2 Engage with partner organisations to support mobility projects. Highlight and promote good examples	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.  Engage annually with identified partner organisations. Promote 5 good practice examples per annum.	Ongoing
9. Evaluate cycling, walking & mobility aid requirements across Fenland and evidence progress against strategy targets.	9.1 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,	Provide and promote regular opportunities to submit views and observations relating to walking, cycling and mobility.  Complete annual online survey & publish results.	Ongoing
	9.2 Review and update recommended walking, cycling and mobility improvement schemes to ensure these best reflect the needs of users and available opportunities.	Delivery of route review audits.  Complete annual review of 5 walking & cycling routes.	Ongoing
	9.3 Demonstrate progress and publish updates to the Fenland Cycling, Walking and Mobility Improvement Strategy.	Develop an annual report to be made widely available and shared with stakeholders. Use DfT, ONS and CCC traffic monitoring data to measure any shift in travel choice.  Complete annual report	Ongoing



### Appendix 3 - Chatteris Recommendations

Chatteris									Priority Criteria					
Scheme ID	Town	Location	Scheme details	Feasibility & Scoping	Design Priority	Delivery Phase	Notes	Scheme Type	Route to school	Access to work	Route to Transport Hub	Main Route (most users)	NCN Route	Scheme in TIP or LCWIP
C1.1	Chatteris	Fenland Way A141	Explore options for widening footpath north of travellers site entrance, including options for safety barrier provision.	Phase 1	Phase 1	Short Term	This is a school route and will become increasingly important as developments west of A141 are completed.	Widen existing path	X	X				X
C1.2	Chatteris	Fenland Way A141	Install missing footpath between Jacks roundabout and travellers site entrance, including option safety barrier provision.	Phase 1	Phase 1	Short Term	Linked to developer site and scheme 1.1.	Missing footpath	X	X				X
C1.3	Chatteris	Fenland Way A141	Explore options to improve pedestrian crossing of A141/A142 roundabout - potential refuge improvement or controlled crossing.	Phase 1	Phase 1	Short/Medium Term	This is an important link between the town and Doddington Road. It is potentially a larger scheme due to the A141/A142 roundabout and therefore will need significant scoping and design work.	Ped crossing		X				X
C1.4	Chatteris	Fenland Way A141	Explore options for improving pedestrian crossing at Stainless Metalcraft.	Phase 2	Phase 2	Medium Term		Ped crossing	X	X				
C10.1	Chatteris	Huntingdon Road / West Park Street / Park Street	Ensure dropped kerb provision on every junction and crossing point.	Phase 1	N/a	Short Term	Dropped kerb provision is essential for path users. This should be relatively easy to deliver. This is therefore a priority scheme.	Drop kerb	X					
C11.1	Chatteris	New Road	Remove car parking on footpath (particularly town end)	Phase 1	Phase 1	Short Term	This links to Scheme C4.1. An initial review required to understand the extent of this issue, this connects to parking provision in town.	Car Parking	X		X			X
C11.2	Chatteris	New Road	Explore options for path widening	Phase 1	Phase 2	Medium Term	Due to the length of this road it is likely to be a medium term project.	Widen existing path	X		X			X
C11.3	Chatteris	New Road	Ensure dropped kerb provision at all junctions and crossing points	Phase 1	N/a	Short Term	Dropped kerb provision is essential for path users. This should be relatively easy to deliver. This is therefore a priority scheme.	Drop kerb	X		X			X
C12.1	Chatteris	Burnsfield Street (Kingsfield Primary) / Station Street (link path)	Review crossing provision along route to school.	Phase 1	Phase 1	Short Term	Further work is needed to confirm desire lines for this school route. This links with recommendations from the Cambridgeshire LCWIP.	Ped crossing	X					
C13.1	Chatteris	Farriers Gate (Glebelands Primary) / Saddlers Way	Review & improve wayfinding signage.	Phase 1	Phase 1	Short Term	Current provision is low however, this is not a priority scheme compared to others listed.	Wayfinding	X					
C2.1	Chatteris	Isle of Ely Way A142 (at Fenton Way)	Explore options for pedestrian/cycling crossing - potential refuge or controlled crossing	Phase 2	Phase 2	Long Term	This is needed longer term as business grows north of A141	Ped crossing		X				X

### Appendix 3 - Chatteris Recommendations

C3.1	Chatteris	Isle of Ely Way A142 (at New Road)	3.1 Provide ped/cycle crossing of A142 to continue along New Road	Phase 2	Phase 2	Long Term	This is the route to Manea Railway Station. Large and ambitious project that will need detailed scoping and feasibility work.	Ped crossing			X			
C3.2	Chatteris	Isle of Ely Way A142 (at New Road)	Install footpath/cycle path from The Pastures to A142	Phase 2	Phase 3	Long Term	Linked to scheme 3.1 Required to connect existing path to the A141 (to connect to proposed crossing).	Missing footpath			X			
C3.3	Chatteris	Isle of Ely Way A142 (at New Road)	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.	Phase 2	Phase 3	Long Term	Linked to scheme 3.1 This work needs to be scoped at an early stage.	Major Scheme			X			
C4.1	Chatteris	Bridge Street / High Street	Review parking provision on pinch points along route	Phase 1	N/a	Short Term	A car parking review can be delivered relatively quickly. This would inform schemes to enable car parking without encroaching or restricting opportunity to cycle or use existing footways.	Car Parking	X	X		X		X
C4.2	Chatteris	Bridge Street / High Street	Provide safe walking route across Apple Petrol Station entrance.	Phase 1	Phase 2	Short/Medium Term	Initial scoping work is needed to understand what can be achieved in this location. It is hoped any works could be delivered as a short term scheme. However, this will depend on what is needed.	Missing footpath	X	X		X		X
C4.3	Chatteris	Bridge Street / High Street	Explore footpath widening consistently along entire route	Phase 2	Phase 2	Medium Term	This is linked to scheme 4.1 which will need to be completed first.	Widen existing path	X	X		X		X
C4.4	Chatteris	Bridge Street / High Street	Ensure dropped kerb provision at each junction and crossing point.	Phase 1	N/a	Short Term	Dropped kerb provision is essential for path users. This should be relatively easy to deliver. This is therefore a priority scheme.	Drop kerb	X	X		X		X
C4.5	Chatteris	Bridge Street / High Street	Review Dock Road junction crossing island - ensure dropped kerb provision.	Phase 1	Phase 1	Medium Term	Linked to 4.4 - it is expected that additional scoping/design work will be needed for this location due to the width of the junction and existing build out.	Junction width review	X	X		X		X
C5.1	Chatteris	Wenny Road (Cromwell College)	Investigate requirement for provision of footpath across Sixth Form access/drop off point.	Phase 1	Phase 1	Short Term	This is a high footfall route in close proximity to Thomas Clarkson Academy and is therefore a priority scheme.	Missing footpath	X	X		X		
C5.2	Chatteris	Wenny Road (Cromwell College)	Explore option for on road advisory cycle lanes (particularly in proximity to Cromwell Community College)	Phase 1	Phase 2	Medium Term		Advisory Cycle Lanes	X	X		X		X
C5.3	Chatteris	Wenny Road (Cromwell College)	Investigate options for 20mph school zone.	Phase 1	Phase 1	Short Term	Linked to scheme 8.2 (Kingsfield Primary)	20mph School	X	X		X		

### Appendix 3 - Chatteris Recommendations

C6.1	Chatteris	Wenny Rec path	Explore options to split existing path to include a segregated cycle path (investigate reasons for 'no cycling' signage)	Phase 1	Phase 1	Short Term	It is expected that this should be relatively simple to achieve - the path width seems sufficient and is already used by cyclists.	New Shared Use	X	X		X		
C6.2	Chatteris	Wenny Rec path	Provision of solar studs to improve route safety during winter months.	Phase 1	Phase 1	Short/Medium Term	This is straight forward however, depends on funding.	Lighting	X	X		X		
C7.1	Chatteris	Market Hill / East Park Street	Review and rationalise street furniture	Phase 1	Phase 1	Medium Term	This work will be completed in two phases. The Review can be completed in the short term, however the delivery is likely to take longer (Medium Term).	Miscellaneous	X	X	X	X		
C7.2	Chatteris	Market Hill / East Park Street	Ensure dropped kerb provision at every junction and crossing point.	Phase 1	N/a	Short Term	Dropped kerb provision is essential for path users. This should be relatively easy to deliver. This is therefore a priority scheme.	Drop kerb	X	X	X	X		
C7.3	Chatteris	Market Hill / East Park Street	Review junction widths to aid crossing (East Park Street, Station Road, Huntingdon Road)	Phase 1	Phase 1	Medium Term		Junction width review	X	X	X	X		X
C8.1	Chatteris	Burnsfield Street (Kingsfield Primary) / Station Street (link path)	Explore options to limit vehicle access to Burnsfield Street during peak (school run) times.	Phase 1	Phase 2	Medium Term	This scheme is to explore options. It is therefore expected that the delivery of this intervention would be Medium Term.	Miscellaneous	X					
C8.2	Chatteris	Burnsfield Street (Kingsfield Primary) / Station Street (link path)	Explore option for 20mph school zone on Station Street.	Phase 1	Phase 1	Short Term	Linked to 5.3 (Cromwell College)	20mph School	X					
C8.3	Chatteris	Burnsfield Street (Kingsfield Primary) / Station Street (link path)	Review crossing provision along route to school	Phase 1	Phase 1	Short Term	Improving access to schools is an early priority.	Ped crossing	X					
C9.1	Chatteris	Short Nightlayers Drove / Dock Road / Fenton Way	Provision of footpath on both sides of road (Dock Road & Short Nightlayers Drove)	Phase 2	Phase 2	Medium Term	Ties in to missing footpath priorities - scores slightly lower though as very low footfall. May link to scheme 2.1	Missing footpath		X				X
C9.2	Chatteris	Short Nightlayers Drove / Dock Road / Fenton Way	Widen existing footpath using grass verges and review lighting provision	Phase 2	Phase 2	Medium Term	Linked to above - lower priority due to footfall.	Widen existing path		X				X
C9.3	Chatteris	Short Nightlayers Drove / Dock Road / Fenton Way	Explore potential for introduction of shared use on existing path (once widened)	Phase 2	Phase 2	Medium Term	To be delivered in tandem with scheme 9.2	New Shared Use		X				X
C9.4	Chatteris	Short Nightlayers Drove / Dock Road / Fenton Way	Reduce foliage/overgrowth on byway path.	Phase 1	N/a	Short Term	This should be a relatively straight forward task but should also be completed regularly - to be referred to Cambridgeshire County Council.	Foliage		X				X

### Appendix 3 - Chatteris Recommendations

C9.5	Chatteris	Short Nightlayers Drove / Dock Road / Fenton Way	Improve surface and widen byway entrance on A142	Phase 1	Phase 1	Short/Medium Term	Surfacing works could be achieved relatively easily. Widening entrance could support proposal for a walking/cycling crossing at Fenton Way (scheme 2.1)	Widen existing path & Surface Improvements		X					X
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## Appendix 4 - March Recommendations

March Schemes									Priority Criteria					
No	Town	Location	Scheme details	Feasibility & Scoping	Design Priority	Delivery Phase	Scheme details.	Scheme Type	Route to school	Access to work	Route to Transport Hub	Main Route (most users)	NCN Route	Scheme in TIP or LCWIP
M1	March	Robingoodfellow's Lane (footways)	Revised scheme: Install footway (2m width) along Robingoodfellow's Lane carriageway and maintain double yellow lines on left hand side, between junction with B1099/Broad Street and Darthill Road car park..	Phase 2	Phase 2	Medium Term	Improve pedestrian accessibility and safety when walking between Darthill Car Park and Broad Street, via Robingoodfellow's Lane. This will create a continuous footway to the car park. This will require an RSA, topographic and stats surveys.	Missing Footpath		X		X		X
M2	March	Robingoodfellow's Lane (crossing facilities)	Insert 'Look Right' and 'Look Left' reminder carriageway markings for pedestrians crossing Robingoodfellow's Lane at this junction	Phase 1	Phase 1	Short Term	Inserting carriageway markings improves safety awareness for pedestrians crossing Robingoodfellow's Lane at interchange with Station Road and Broad Street. This needs to be done as a priority. Longer term, the FHSF/MATS Broad St scheme will improve the entry to the Robingoodfellow's Lane, as part of scheme design for the mini roundabout.	Road Markings		X		X		X
M3	March	Nene Parade/ Grays Lane (parking)	Review and formalise provision of parking in Nene Parade and Grays Lane. Re-line parking bay and yellow lines.	Phase 1	Phase 2	Medium Term	Nene Parade and Grays Lane existing parking provision remarking/formalisation to be addressed by Ped/Cycle Feasibility Study. Broad Street carriageway realignment and accompanying carriageway marking requirements to be addressed by FHSF and MATS Broad Street schemes. Re-line disabled bays. Review provision of double yellow lines down Nene Parade to identify extent of relining.	Car Parking		X	X	X		
M4	March	Elwyn Road/ High Street (crossing facilities)	Improve safety of pedestrian crossing facilities across Elwyn Road junction with High Street with installation of an uncontrolled raised table pedestrian crossing at junction, or similar.	Phase 1	Phase 1	Medium Term	Pedestrian crossing facilities need improving at the uncontrolled junction of Elwyn Road junction with High Street, for accessing Market Place. Will be addressed by Ped/Cycle Feasibility Study as out of the scope of the FHSF Market Place proposal. The radii of the junction could be tightened and tactile paving could be installed here.	Ped Crossing	X	X		X		X
M5	March	Market Place /High Street (crossing facilities)	Provide pedestrian crossing facilities across Market Place junction with High Street (B1101). This relates to crossing the junction between Market Place car park and The Griffin Public House. Install an uncontrolled raised entry table pedestrian crossing or similar.	Phase 1	Phase 2	Medium Term	Pedestrian crossing facilities need improving at the uncontrolled junction of Market Place and High Street (adjacent to the Griffin pub). Will be addressed by Ped/Cycle Feasibility Study as out of the scope of the FHSF Market Place proposal. Check whether Market Place route is used to turn round buses for service operations at Broad Street. Could lose a lane and have just one as it is already one way. Do we need to retain the dedicated left and right lanes at the end of the road? A zebra crossing could also be installed here. Suggested that we check the junction modelling.	Ped Crossing	X	X		X		X
M6	March	High Street (footways)	Install a footway on section of High Street (B1101) 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. <b>Linked to scheme 7, below.</b>	Phase 1	Phase 2	Medium Term	<b>Delivery with scheme 7. Install facility to help cyclists join the carriageway. Check whether the provision of a footway would obstruct an access point. Check drainage, as it falls away from the carriageway. Also check for stats.</b>	Missing Footpath	X	X		X		X
M7	March	High Street/ Chapel Street (crossing facilities)	Install pedestrian island refuge on High Street adjacent to Chapel Street ped/cycle entrance (south of Burrowmoor Road junction) with footway build out. <b>Linked to scheme 6, above.</b>	Phase 1	Phase 2	Medium Term	There are no ped crossing facilities on this stretch of road.. <b>Linked to scheme 6, should be delivered in same phase.</b> As with scheme 6, check whether the provision of a footway would obstruct an access point. A crossing would intersect the shared route. Would have to suspend parking to implement this. Potential to remove a parking bay adjacent Cassanos to install a build out to help pedestrians cross the road.	Ped Crossing	X	X		X		X
M8	March	High Street/ The Causeway/ The Avenue (cycling facilities)	Re-line, add cycle symbols and sign shared use footway provision. Assume 4km of carriageway/footway to reline/sign.	Phase 1	Phase 2	Medium Term	<i>Will require RSA</i>	Road Markings	X	X		X		X
M9	March	Station Road/ Creek Road (crossing facilities)	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.	Phase 1	Phase 1	Medium Term	Addressed by Ped/Cycle Feasibility Study as out of the scope of the FHSF and MATS Broad Street scheme proposals	Ped Crossing		X	X	X		X
M10	March	Station Road (cycle facilities/ wayfinding)	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. Involves installation of carriage way cycle symbols.	Phase 1	Phase 2	Medium Term	High priority as connected to school travel. Requires improved cycle signage and cycle symbol road markings. Requires a RSA.	Advisory Cycle Lanes		X	X	X		X

## Appendix 4 - March Recommendations

M11	March	Elwyn Road (footway)	No dropped kerb opposite Mortgage Force on river side of Elwyn Road – install them.	Phase 1	Phase 2	Medium Term	Requires Stats check. A dropped kerb should be installed on the other side.	Drop Kerb	X	X					
M12	March	Sconce ped/cycle route (shared use)	Repaint cycle symbols on the shared route past March Sconce.	Phase 1	Phase 1	Short Term	High priority as key off road route to Neale Wade Academy.	Road Markings	X						
M13	March	Cavalry Drive (crossing facilities)	Examine the need for formal crossing facility across Cavalry Drive, by the back entrance to Neale-Wade Academy and installation of 20 mph wig wags (flashing boards) advisory speed limit for start/end of school day.	Phase 1	Phase 1	Medium Term	School safety related. High priority. An option study required to consider: A zebra crossing installation (on the existing raised table). Tactile paving would need to be installed on both sides. Wigwag signs and markings required, to be added to existing 'hump' signs. The presence of a fence limits visibility here. The speed table requires maintenance. Traffic calming features could be considered, such as one way priority for traffic. The lanes could be narrowed. A parallel crossing could be installed. Is on bus route.	Ped Crossing & 20ph School	X						X
M14	March	Chapel Lane (cycle wayfinding)	Add cycle symbol on surface through Chapel Street (the lane outside the police station).	Phase 1	Phase 1	Medium Term	Requires improved cycle symbol road markings to reduce cycle/pedestrian conflict along Chapel Lane shared route.	Road Markings	X	X					
M15	March	Wisbech Road/ Norwood Road (crossing facilities)	Improve pedestrian crossing facilities at the junction of Wisbech Road and Norwood Road.	Phase 1	Phase 1	Medium Term	No dropped kerbs at junction, outside the Men of March pub and no other ped crossing provision in the vicinity. High priority An options study. Could install a build out for cyclists so that they can avoid / bypass the roundabout. There are lots of options available here.. Remove columns to facilitate the installation of a zebra crossing or "cyclists dismount" style crossing.	Ped Crossing		X		X			
M16	March	Dartford Road (crossing facilities)	Install central refuges pedestrian crossing facilities on Dartford Road, adjacent to Lidl supermarket. In carriageway hatching area before turning lane into access road for Lidl.	Phase 1	Phase 1	Medium Term	No other ped provision in the vicinity. High priority. Scope to install a refuge where the hatching is outside Lidl. Would connect West End Park with developments.	Ped Crossing		X		X			
M17	March	Dartford Rd/Westwood Av (crossing facilities)	Widen dropped kerb and add tactile paving provision on corner of Westwood Avenue/Dartford Road.	Phase 1	Phase 1	Medium Term	High priority as on route to Westwood Primary School	Drop Kerb	X	X		X			
M18	March	Wisbech Road corridor (shared use cycle facilities)	Incorporate shared use footway provision for cycling along Wisbech Road, providing cyclists with a safe and direct route to Tesco and the Industrial Park. Installation of advisory cycle lanes, in both directions on existing carriage is feasible instead of shared use on footway.	Phase 1	Phase 2	Medium Term	This is relevant for the Wisbech Road section. Adequate carriageway width to accommodate advisory cycle lane on both sides of Wisbech Road. Provision of share use footway ruled out due to conflict with parked vehicles, trees and grass verges. Consider advisory cycle lanes.	Advisory Cycle Lanes		X		X			X
M19	March	Wisbech Road/ Elliott Road (crossing facilities)	Widen central pedestrian refuge across entrance to Elliot Road at junction with Wisbech Road. Install dropped kerbs on Elliot Road junction entrance.	Phase 1	Phase 1	Medium Term	<i>The junction could be 'tightened up'. Install dropped kerbs. Widen the island. If the junction was tightened up an island might not be required. The island should be 3m wide.</i>	Ped Crossing		X					X
M20	March	Wisbech Road (crossing facilities)	Upgrade the signalised pedestrian crossing outside Wisbech Road Post Office to a toucan crossing as part of a shared route scheme, along NCN route. Add shared used markings in cut through, opposite Toucan crossing (adjacent to Wisbech Road Post Office), to formalise this section of NCN route on approach to upgraded Toucan crossing	Phase 1	Phase 1	Medium Term	<i>This crossing should have tramlines / corduroys either side of the crossing as cycles use it and it is part of the NCN. This is feasible.</i>	Ped Crossing						X	X
M21	March	Path leading from park off Norwood Road to All Saints Close (footway link)	Formalise the muddy track through the field, adjacent to All Saints Inter-Church Academy and County Road, which is used by parents and schoolchildren.	Phase 1	Phase 2	Medium Term	Formalised informal path through field as well used link for route to school, park, and cut through between County Road and Robingoodfellow's Lane. Norwood Road and station. Consider solar floor lighting, like has been installed in other section of path between Robingoodfellow's Lane and March Railway Station.	Missing Footpath	X						
M22	March	All Saints Close (safer routes to school)	Examine the need for a pedestrian central refuge crossing facilities on County Road, between junction of All Saints Close and Cromwell Road	Phase 1	Phase 1	Medium Term	High priority since connected to school travel. Requires site visit with Highways Engineer to establish if suitable carriageway space. Option study, RSA needed for traffic calming. A 'bolt down' / raised table could be installed here. It would need to be six metres. Noted that it is on a bus route.	Ped Crossing	X						
M23	March	All Saints Close (safer routes to school)	Relining of no parking restrictions road markings outside school. Requires zig zags markings from zebra crossing. Currently missing/worn away.	Phase 1	Phase 1	Short Term	High priority since connected to school travel safety. Zig zags at the zebra crossing need to be re-lined.	Road Markings	X						
M24	March	Westwood Primary (safer routes to school)	Relining of no parking restrictions road markings outside school.	Phase 1	Phase 1	Short Term	High priority as connected to school travel and still enforcement need..	Road Markings	X						

## Appendix 4 - March Recommendations

M25	March	Burrowmoor Road (Safer Routes to School)	Investigate options for installing a pedestrian crossing facility on Burrowmoor Road within proximity to the school. Recommend installation of raised table outside No. 19. This will provide traffic calming and will facilitate safer ped crossing. This facility can then be used as crossing location used by crossing attendant.	Phase 1	Phase 1	Medium Term	High priority since connected to school travel safety. Liaised with school's crossing attendant (during PM pick up on 11th Nov) who confirmed need for traffic calming to improve safety of crossing facilities as children/parent face daily safety issues crossing Burrowmoor Rd outside school due to parents illegal parking, which is daily issue, and worse during PM pick up. Recommend raised table adjacent to no/and associated markings to slow traffic outside school, which can be used by crossing attendant.	Ped Crossing & Traffic Calming	X			X		
M26	March	Burrowmoor Road (Safer Routes to School)	Relining of no parking restrictions road markings outside school.	Phase 1	Phase 1	Short Term	High priority since connected to school travel.	Road Markings	X			X		X
M27	March	Town wide ped/cycle wayfinding	Identify wayfinding signage improvements, providing distance to key destinations, including March Railway Station, the town centre, Neale-Wade Academy and other key destinations.	Phase 1	Phase 1	Short Term	Wayfinding to be considered as part of March wide signage strategy based on key decision points.	Wayfinding	X	X	X	X		X
M28	March	NCN 63 route signage	Improve NCN 63 routing signage/markings which are currently inconsistent and fragmented through March. Include shared use markings in cut through opposite Wisbech Road Post Office. This section of NCN route should be formalised.	Phase 1	Phase 1	Short Term	NCN 63 route signage/markings are identified separately to ped/cycle wayfinding improvements as requires consultation with Sustrans.	NCN Signage					X	X
M29	March	Lambs Drove	Explore surface and lighting improvements to create an all weather all users route linking to Wimblington	Phase 1	Phase 2	Medium Term		Shared Use Path						X

## Appendix 5 - Whittlesey Recommendations

Whittlesey									Priority Criteria					
Scheme ID	Town	Location	Scheme details	Feasibility & Scoping	Design Priority	Delivery / Construction	notes.	Scheme type	Route to school	Access to work	Route to Transport Hub	Main Route (most users)	NCN Route	Scheme in TIP or LCWIP
Wh1.1	Whittlesey	NCN63 Stonald Road	Explore options to reduce traffic speeds, including 20mph zones and safety cameras.	Phase 1	Phase 2	Medium Term		Traffic Calming					X	X
Wh1.2	Whittlesey	NCN63 Stonald Road	Ensure dropped kerb provision on every junction	Phase 1	N/a	Short Term	Dropped kerb provision is essential for path users. This should be relatively easy to deliver. This is therefore a priority scheme.	Drop Kerb					X	X
Wh1.3	Whittlesey	NCN63 Stonald Road	Reduce foliage overhanging paths	Phase 1	N/a	Short Term	This should be straight forward to achieve - refer to ccc.	Foliage					X	X
Wh1.4	Whittlesey	NCN63 Stonald Road	Review & improve NCN signage	Phase 1	Phase 1	Short Term	NCN is a priority. This can be part of a signage package for the entire route (including schemes for March & Wisbech). Linked to schemes 3.2 & 9.2	NCN Signage					X	X
Wh1.5	Whittlesey	NCN63 Stonald Road	Explore options for on road cycle lanes	Phase 1	Phase 2	Medium Term	This will require scoping work and some further consultation. Links to scheme 1.1	Advisory Cycle Lanes					X	X
Wh1.6	Whittlesey	NCN63 Stonald Road	Review junction widths at Northgate, Low Cross and opposite 187 Stonald Road to aid pedestrian crossing	Phase 2	Phase 2	Medium Term	This will require scoping work and some further consultation.	Junction width review					X	X
Wh1.7	Whittlesey	NCN63 Stonald Road	Explore options to increase pedestrian waiting area on all 4 arms of T junction with Bassenhally Road, Delph & East Delph	Phase 1	Phase 2	Medium Term	This will require scoping work and some further consultation.	Ped crossing (adjustment)					X	X
Wh1.8	Whittlesey	NCN63 Stonald Road	Review pedestrian waiting and green man times.	Phase 1	N/a	Short Term	This could be achieved quickly if funding available.	Ped crossing (wait times)					X	X
Wh10.1	Whittlesey	Station Road (NCN63)	Ensure dropped kerb provision at each junction and crossing point.	Phase 1	N/a	Short Term	Dropped kerb provision is essential for path users. This should be relatively easy to deliver. This is therefore a priority scheme.	Drop Kerb		X	X		X	X
Wh10.2	Whittlesey	Station Road (NCN63)	Explore options to adjust junction width or provide refuge at Inhams Road and Aliwal Road	Phase 2	Phase 2	Medium Term	This is a larger scheme and therefore likely to be delivered Medium Term. However scoping and feasibility is an earlier priority	Junction width review		X	X		X	X
Wh10.3	Whittlesey	Station Road (NCN63)	Widen footpath where possible using available verge space.	Phase 2	Phase 3	Long Term	There is limited verge space on this route and therefore this is likely to be a long term project due to known constraints.	Widen existing path		X	X		X	X
Wh2.1	Whittlesey	Plough Road / Hallcroft Road / Park Lane (Park Lane Primary)	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	Phase 2	Phase 2	Medium Term	This will require scoping work and some further consultation.	Widen existing path	X					X
Wh2.2	Whittlesey	Plough Road / Hallcroft Road / Park Lane (Park Lane Primary)	Ensure dropped kerb provision on each junction and crossing point.	Phase 1	N/a	Short Term	Dropped kerb provision is essential for path users. This should be relatively easy to deliver. This is therefore a priority scheme.	Drop Kerb	X					X
Wh2.3	Whittlesey	Plough Road / Hallcroft Road / Park Lane (Park Lane Primary)	Review junction width and island refuge provision at Hallcroft Road/A605 junction.	Phase 2	Phase 2	Medium Term	This will require scoping work and some further consultation.	Junction width review	X					X
Wh2.4	Whittlesey	Plough Road / Hallcroft Road / Park Lane (Park Lane Primary)	Explore options to widen footpath along route where possible using existing verges.	Phase 1	Phase 2	Medium Term		Widen existing path	X					X



## Appendix 5 - Whittlesey Recommendations

Wh2.5	Whittlesey	Plough Road / Hallcroft Road / Park Lane (Park Lane Primary)	Explore options for 20mph school zone (Park Lane)	Phase 1	Phase 1	Short Term	Safer routes to school option - Speed limit package linked to scheme 9.7	20mph school	X						X
Wh3.1	Whittlesey	NCN63 Windmill Street / Gracious Street / High Causeway	Review & improve NCN signage	Phase 1	Phase 1	Short Term	NCN signage package linked to scheme 1.4 & 9.2.	NCN Signage		X				X	X
Wh3.2	Whittlesey	NCN63 Windmill Street / Gracious Street / High Causeway	Ensure dropped kerb provision on every junction and crossing point	Phase 1	N/a	Short Term	Dropped kerb provision is essential for path users. This should be relatively easy to deliver. This is therefore a priority scheme.	Drop Kerb		X				X	X
Wh3.3	Whittlesey	NCN63 Windmill Street / Gracious Street / High Causeway	Review issue of parked cars blocking footpaths	Phase 1	Phase 2	Medium Term	Should this be tied to CPE? What date is that expected to come forward? Assume Medium Term for time being.	Car Parking		X				X	X
Wh3.4	Whittlesey	NCN63 Windmill Street / Gracious Street / High Causeway	Explore provision of on road advisory cycle lanes	Phase 1	Phase 1	Short Term	Initial review is needed to first understand the extent of work this will require and to confirm support remains for this type of intervention.	Advisory Cycle Lanes		X				X	X
Wh3.5	Whittlesey	NCN63 Windmill Street / Gracious Street / High Causeway	Review junction of Gracious Street/Orchard Street - potential to adjust width or provide refuge to aid crossing. Consider/improve cycle access to Toucan crossing.	Phase 2	Phase 2	Medium Term	This will require scoping work and some further consultation.	Junction width review		X				X	X
Wh3.6	Whittlesey	NCN63 Windmill Street / Gracious Street / High Causeway	Explore potential to provide section of dual use path at A605 to link to existing controlled crossing. Upgrade crossing to Toucan.	Phase 1	Phase 2	Medium Term	This will require scoping work and some further consultation.	New Shared Use		X				X	X
Wh3.7	Whittlesey	NCN63 Windmill Street / Gracious Street / High Causeway	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.	Phase 1	Phase 2	Medium Term	This will require scoping work and some further consultation.	New Shared Use		X				X	X
Wh4.1	Whittlesey	Eastrea Road (Sir Harry Smith College)	Explore options for widening path for dual use using existing footpath	Phase 1	Phase 2	Medium Term	This will require scoping work and some further consultation. Expected to be a large scheme.	Widen existing path	X	X	X	X			X
Wh4.2	Whittlesey	Eastrea Road (Sir Harry Smith College)	Ensure dropped kerb provision on every junction	Phase 1	N/a	Short Term	Dropped kerb provision is essential for path users. This should be relatively easy to deliver. This is therefore a priority scheme.	Drop Kerb	X	X	X	X			X
Wh4.3	Whittlesey	Eastrea Road (Sir Harry Smith College)	Reduce ped crossing distances on junctions where possible	Phase 2	Phase 2	Medium Term	This will require scoping work and some further consultation.	Junction width review	X	X	X	X			X
wh4.4	Whittlesey	Eastrea Road (Sir Harry Smith College)	Explore option for additional A605 ped crossing east of Sir Harry Smith Community College	Phase 1	Phase 2	Medium Term	This is a priority linked to housing developments underway to the east of Whittlesey. Opportunity for S106 funding is required. Unless this is included within the current construction works taking place it is likely to take longer to achieve.	Ped crossing (new)	X	X	X	X			X
Wh5.1	Whittlesey	Church Street / Barr Street	Ensure dropped kerb provision at each junction and crossing point.	Phase 1	N/a	Short Term	Dropped kerb provision is essential for path users. This should be relatively easy to deliver. This is therefore a priority scheme.	Drop Kerb	X				X		
Wh5.2	Whittlesey	Church Street / Barr Street	Upgrade uncontrolled crossing on Church Street	Phase 1	Phase 2	Medium Term	This a route to school and therefore a priority. However, due to cost involved and the location it is unlikely to come forward quickly.	Ped crossing (new)	X				X		
Wh6.1	Whittlesey	Bassenhally Road / Drybread Road (Aldermans Primary) / Coronation Avenue	Explore potential for traffic calming on Bassenhally Road	Phase 1	Phase 2	Medium Term	This will require scoping work and some further consultation.	Traffic Calming	X						

## Appendix 5 - Whittlesey Recommendations

Wh6.2	Whittlesey	Bassenhally Road / Drybread Road (Aldermans Primary) / Coronation Avenue	Ensure dropped kerb provision on every junction	Phase 1	N/a	Short Term	Dropped kerb provision is essential for path users. This should be relatively easy to deliver. This is therefore a priority scheme.	Drop Kerb	X						
Wh6.3	Whittlesey	Bassenhally Road / Drybread Road (Aldermans Primary) / Coronation Avenue	Explore advisory on road cycle lanes or opportunity to widen path for duel use	Phase 1	Phase 2	Medium Term	This will require scoping work and some further consultation.	Advisory Cycle Lanes & Path Widening & New Shared Use	X						X
Wh6.4	Whittlesey	Bassenhally Road / Drybread Road (Aldermans Primary) / Coronation Avenue	Widen footpath in front of Aldermans Primary school.	Phase 1	Phase 2	Medium Term	This will require scoping work and some further consultation.	Widen existing path	X						
Wh6.5	Whittlesey	Bassenhally Road / Drybread Road (Aldermans Primary) / Coronation Avenue	Explore options for on road advisory cycle lanes	Phase 1	Phase 1	Short Term	This should be relatively straight forward to achieve.	Advisory Cycle Lanes	X						X
Wh6.6	Whittlesey	Bassenhally Road / Drybread Road (Aldermans Primary) / Coronation Avenue	Explore options to widen footpath on Coronation Avenue - investigate potential for duel use path	Phase 2	Phase 3	Long Term	Duel use paths will take longer to deliver, however, scoping and design work will need to be started in the short to medium term.	Widen existing path	X						X
Wh6.7	Whittlesey	Bassenhally Road / Drybread Road (Aldermans Primary) / Coronation Avenue	Review Coronation Road/Victory Avenue junction to improve ped crossing.	Phase 2	Phase 2	Medium Term	This will require scoping work and some further consultation.	Junction width review	X						X
Wh6.8	Whittlesey	Bassenhally Road / Drybread Road (Aldermans Primary) / Coronation Avenue	Reduce foliage encroaching on paths	Phase 1	N/a	Short Term	This should be straight forward to achieve - refer to ccc.	Foliage	X						
Wh6.9	Whittlesey	Bassenhally Road / Drybread Road (Aldermans Primary) / Coronation Avenue	Review junction at Coronation Road/Drybread road and Coronation Road/A605 to improve ped crossing.	Phase 2	Phase 2	Medium Term	This will require scoping work and some further consultation.	Junction width review	X						
Wh7.1	Whittlesey	Market Street	Explore option for on road advisory cycle lanes	Phase 1	Phase 1	Short Term	This should be reasonably straight forward to achieve if this type of intervention is supported.	Advisory Cycle Lanes	X						
Wh7.2	Whittlesey	Market Street	Ensure dropped kerb provision at every junction and crossing point.	Phase 1	N/a	Short Term	Dropped kerb provision is essential for path users. This should be relatively easy to deliver. This is therefore a priority scheme.	Drop Kerb	X						
Wh8.1	Whittlesey	Hawthorn Drive / Marne Road	Improve wayfinding signage to Railway Station	Phase 1	Phase 1	Short Term	This should be straight forward to achieve - linked to Hereward CRP and Whittlesey Heritage Walk	Wayfinding	X	X	X				
Wh8.2	Whittlesey	Hawthorn Drive / Marne Road	Upgrade link paths for dual use	Phase 1	Phase 2	Medium Term	This will require scoping work and some further consultation.	New Shared Use	X	X	X				
Wh8.3	Whittlesey	Hawthorn Drive / Marne Road	Ensure dropped kerb provision on every junction & crossing point	Phase 1	N/a	Short Term	Dropped kerb provision is essential for path users. This should be relatively easy to deliver. This is therefore a priority scheme.	Drop Kerb	X	X	X				
Wh9.1	Whittlesey	NCN 63 Inhams Road / New Road (New Road Primary)	Explore options to widen footpath – particularly outside school.	Phase 2	Phase 2	Medium Term	This will require scoping work and some further consultation.	Widen existing path	X					X	X
Wh9.2	Whittlesey	NCN 63 Inhams Road / New Road (New Road Primary)	Explore options for on road cycle lanes.	Phase 1	Phase 1	Short Term	If supported could package up the on road advisory markings?	Advisory Cycle Lanes	X					X	X

## Appendix 5 - Whittlesey Recommendations

Wh9.3	Whittlesey	NCN 63 Inhams Road / New Road (New Road Primary)	Review & improve NCN signage.	Phase 1	Phase 1	Short Term	NCN is a priority. This can be part of a signage package for the entire route (including schemes for March & Wisbech). Linked to scheme	NCN Signage	X					X	X
Wh9.4	Whittlesey	NCN 63 Inhams Road / New Road (New Road Primary)	Review & improve school approach signage.	Phase 1	Phase 1	Short Term	This should be straight forward to deliver but not a priority scheme	Wayfinding	X					X	X
Wh9.5	Whittlesey	NCN 63 Inhams Road / New Road (New Road Primary)	Ensure dropped kerb provision on every junction & crossing point.	Phase 1	N/a	Short Term	Dropped kerb provision is essential for path users. This should be relatively easy to deliver. This is therefore a priority scheme.	Drop Kerb	X					X	X
Wh9.6	Whittlesey	NCN 63 Inhams Road / New Road (New Road Primary)	Review crossing facilities to access New Road Primary school	Phase 1	Phase 2	Medium Term	Delivery is likely to Medium Term. However, scoping & feasibility is an earlier priority	Ped crossing (new)	X					X	X
Wh9.7	Whittlesey	NCN 63 Inhams Road / New Road (New Road Primary)	Explore options for 20mph school zone and safety cameras	Phase 1	Phase 1	Short Term	Speed limit package linked to 2.5	20mph school	X					X	X

## Appendix 6 - Wisbech Recommendations

Wisbech									Priority Criteria					
Scheme ID	Town	Location	Scheme details	Scoping & Feasibility	Design Priority	Delivery / Construction	Notes	Scheme Type	Route to school	Access to work	Route to Transport Hub	Main Route (most users)	NCN Route	Scheme in TIP or LCWIP
Wi7.3	Wisbech	NCN63 Beechwood Road / St Michaels Avenue (Orchards Primary) / Bath Road	7.3 Explore potential for 20mph school zone (Orchards Primary)	Phase 1	Phase 1	Short Term	20mph school zone package	20mph school	X				X	
Wi10.1	Wisbech	Leverington Road (Peckover School) / Chapel Road path link	10.1 Explore 20mph school zone outside Peckover School	Phase 1	Phase 1	Short Term	20mph school zone package	20mph school	X	X				
Wi12.1	Wisbech	Chapel Road / North Brink (Wisbech Grammar)	12.1 Explore potential for 20mph school zone	Phase 1	Phase 1	Short Term	20mph school zone package	20mph school	X	X				
Wi13.2	Wisbech	NCN63 Church Terrace / West Street / Elm Road (Elm School) / Elm Low Road	13.2 Explore options for 20mph school zone at Elm School including along West Street.	Phase 1	Phase 1	Short Term	20mph school zone package	20mph school	X	X		X		
Wi14.4	Wisbech	Churchill Road / Ramnoth Road (Ramnoth Primary)	14.4 Explore potential for 20mph school zone on Ramnoth Road	Phase 1	Phase 1	Short Term	20mph school zone package	20mph school	X	X		X		X
Wi5.9	Wisbech	NCN63 Tavistock Road / Coleville Road (Clarkson Infant) / Trafford Road (path link to Lynn Road)	5.9 Explore potential for on road advisory cycle lanes	Phase 1	Phase 1	Short Term	This should be relatively straight forward to deliver depending on continued support for this intervention	Advisory cycle lanes	X	X			X	
Wi16.2	Wisbech	Money Bank / Quaker Lane / M	16.2 Review potential for on road advisory cycle lanes on Money Bank	Phase 1	Phase 1	Short Term	Delivery of this work would be dependent on support for this type of intervention.	Advisory cycle lanes	X					
Wi11.1	Wisbech	Horsefair / Freedom Bridge / Nene Parade / Osborne Road / Mount Pleasant Road	11.1 Review parking provision & HCV park/waiting area to reduce on street parking or parking on footpath on Nene Parade (port area)	Phase 2	Phase 2	Short Term	This should be explored in tandem with 11.2.	Car Parking		X	X	X		
Wi14.1	Wisbech	Churchill Road / Ramnoth Road (Ramnoth Primary)	14.1 Review controlled crossing timings on Churchill Road to reduce wait times for pedestrians & cyclists (Elm Road, Norwich Road, Falcon Road) and remove vegetation overhanging footpath	Phase 1	Phase 1	Short Term	This should be relatively straight forward to deliver.	Crossing timings	X	X		X		X
Wi2.1	Wisbech	Coalwharf / Queens Road / Post Office Lane	2.1 Explore options for secure cycle parking (cycle pods)	Phase 1	Phase 1	Short Term	Cycle parking package	Cycle parking				X		
Wi3.2	Wisbech	NCN63 Town Bridge / Bridge Street / High Street / Market Place	3.2 Explore options of for secure cycle parking (cycle pods)	Phase 1	Phase 1	Short Term	Cycle parking package. Some work is already underway through CCC (Claire Rankin).	Cycle parking					X	
Wi10.5	Wisbech	Leverington Road (Peckover School) / Chapel Road path link	10.5 Explore potential for secure cycle parking provision (possible cycle pods)	Phase 1	Phase 1	Short Term	Cycle parking package	Cycle parking	X	X				
Wi11.7	Wisbech	Horsefair / Freedom Bridge / Nene Parade / Osborne Road / Mount Pleasant Road	11.7 Explore options for secure cycle parking (potential cycle pods)	Phase 1	Phase 1	Short Term	Cycle parking package	Cycle parking		X	X	X		
Wi1.4	Wisbech	Weasenham Lane	1.4 Ensure all junctions include dropped kerbs	Phase 1	Phase 1	Short Term	Dropped kerb provision is essential for path users. This should be relatively easy to deliver. This is therefore a priority scheme.	Drop Kerb	X	X		X		
Wi5.4	Wisbech	NCN63 Tavistock Road / Coleville Road (Clarkson Infant) / Trafford Road (path link to Lynn Road)	5.4 Ensure dropped kerbs at required access points	Phase 1	Phase 1	Short Term	Dropped kerb provision is essential for path users. This should be relatively easy to deliver. This is therefore a priority scheme.	Drop Kerb	X	X			X	

## Appendix 6 - Wisbech Recommendations

Wi7.2	Wisbech	NCN63 Beechwood Road / St Michaels Avenue (Orchards Primary) / Bath Road	7.2 Ensure dropped kerbs provision at every junction & crossing point	Phase 1	Phase 1	Short Term	Dropped kerb provision is essential for path users. This should be relatively easy to deliver. This is therefore a priority scheme.	Drop Kerb	X					X	
Wi9.3	Wisbech	NCN63 Old Market Place / Chapel Road / Harecroft Road	9.3 Ensure dropped kerb provision on each junction and crossing point	Phase 1	Phase 1	Short Term	Dropped kerb provision is essential for path users. This should be relatively easy to deliver. This is therefore a priority scheme.	Drop Kerb	X				X	X	
Wi13.4	Wisbech	NCN63 Church Terrace / West Street / Elm Road (Elm School) / Elm Low Road	13.4 Ensure dropped kerb provision on every junction & crossing point.	Phase 1	Phase 1	Short Term	Dropped kerb provision is essential for path users. This should be relatively easy to deliver. This is therefore a priority scheme.	Drop Kerb	X	X			X		
Wi15.3	Wisbech	Norwich Road	15.3 Ensure dropped kerb provision at every junction & crossing point	Phase 1	Phase 1	Short Term	Dropped kerb provision is essential for path users. This should be relatively easy to deliver. This is therefore a priority scheme.	Drop Kerb					X		X
Wi16.3	Wisbech	Money Bank / Quaker Lane / M	16.3 Ensure provision of dropped kerbs at every junction & crossing point.	Phase 1	Phase 1	Short Term	Dropped kerb provision is essential for path users. This should be relatively easy to deliver. This is therefore a priority scheme.	Drop Kerb	X						
Wi17.3	Wisbech	Lynn Road	17.3 Ensure dropped kerb provision at every junction and crossing point.	Phase 1	Phase 1	Short Term	Dropped kerb provision is essential for path users. This should be relatively easy to deliver. This is therefore a priority scheme.	Drop Kerb		X			X		
Wi18.7	Wisbech	Cromwell Road	18.7 Ensure dropped kerb provision at every junction.	Phase 1	Phase 1	Short Term	Dropped kerb provision is essential for path users. This should be relatively easy to deliver. This is therefore a priority scheme.	Drop Kerb		X			X		
Wi15.1	Wisbech	Norwich Road	15.1 Extend shared use path along Norwich Road from Clarkson Avenue to Ramnoth Road.	Phase 1	Phase 2	Medium Term	Due to the scale of the works needed here this will be a longer term project.	Extend Shared Use					X		X
Wi5.7	Wisbech	NCN63 Tavistock Road / Coleville Road (Clarkson Infant) / Trafford Road (path link to Lynn Road)	5.7 Reduce foliage overhanging footpath	Phase 1	Phase 1	Short Term	This should be straight forward to delivery - refer to Cambridgeshire County Council.	Foliage	X	X				X	
Wi13.5	Wisbech	NCN63 Church Terrace / West Street / Elm Road (Elm School) / Elm Low Road	13.5 Reduce vegetation overhanging footpath.	Phase 1	Phase 1	Short Term	This should be straight forward to delivery - refer to Cambridgeshire County Council.	Foliage	X	X			X		
Wi15.4	Wisbech	Norwich Road	15.4 Reduce foliage/growth blocking path	Phase 1	Phase 1	Short Term	This should be straight forward to delivery - refer to Cambridgeshire County Council.	Foliage					X		X
Wi16.4	Wisbech	Money Bank / Quaker Lane / M	16.4 Reduce vegetation overhanging footpath	Phase 1	Phase 1	Short Term	This should be straight forward to delivery - refer to Cambridgeshire County Council.	Foliage	X						
Wi17.2	Wisbech	Lynn Road	17.2 Reduce vegetation overhanging footpath	Phase 1	Phase 1	Short Term	This should be straight forward to delivery - refer to Cambridgeshire County Council.	Foliage		X			X		
Wi14.6	Wisbech	Churchill Road / Ramnoth Road (Ramnoth Primary)	14.6 Formalise cut through path to Elizabeth Terrace (opposite Money Bank junction.)	Phase 1	Phase 1	Short/Medium Term	This may require extra time depending on whether interventions are required such as surface/lighting improvements.	Formalise Shared Use	X	X			X		X
Wi9.4	Wisbech	NCN63 Old Market Place / Chapel Road / Harecroft Road	9.4 Explore opportunity to reduce junction width or provide ped island on Pickards Way and Summerfield Close	Phase 2	Phase 2	Medium Term	This will require scoping work to determine what can be achieved.	Junction width review	X				X	X	
Wi12.2	Wisbech	Chapel Road / North Brink (Wisbech Grammar)	12.2 Reconfigure North Brink/Harecroft Road junction to aid pedestrian crossing	Phase 2	Phase 2	Long Term	Due to the scale of the works needed here this will be a longer term project.	Junction width review	X	X					
Wi5.6	Wisbech	NCN63 Tavistock Road / Coleville Road (Clarkson Infant) / Trafford Road (path link to Lynn Road)	5.6 Review lighting on link path to Lynn Road- review potential for solar studs	Phase 1	Phase 1	Short Term	Lighting package?	Lighting	X	X				X	

## Appendix 6 - Wisbech Recommendations

Wi8.4	Wisbech	NCN63 Sybil Road / Eastfield Way (path link) / Dehavilland Road / St Augustine Road	8.4 Review street lighting provision on path link	Phase 1	Phase 1	Short Term	Lighting package?	Lighting						X	
Wi14.5	Wisbech	Churchill Road / Ramnoth Road (Ramnoth Primary)	14.5 Review lighting provision on Elizabeth Terrace and wayfinding signage.	Phase 1	Phase 1	Short Term	Lighting package?	Lighting	X	X		X			X
Wi9.7	Wisbech	NCN63 Old Market Place / Chapel Road / Harecroft Road	9.7 Provide safe pedestrian route through Chapel Road car park	Phase 2	Phase 2	Medium Term	Scoping is needed to understand the extent of work needed to achieve this.	Miscellaneous	X			X	X		
Wi10.4	Wisbech	Leverington Road (Peckover School) / Chapel Road path link	10.4 Provide clear pedestrian access through Chapel Road car park to footpath link to Leverington Road	N/a	N/a	Complete	Strategy Update 2022: This work has now been completed.	Miscellaneous	X	X					
Wi1.3	Wisbech	Weasenham Lane	1.3 Provide clear shared path access across entrance to Lamb Western	Phase 1	Phase 1	Medium Term	Scoping is needed to determine whether a new footpath should be installed or if surface markings would be sufficient. Assume Medium Term in case of former. Design work required at an earlier stage.	Missing path	X	X		X			
Wi5.8	Wisbech	NCN63 Tavistock Road / Coleville Road (Clarkson Infant) / Trafford Road (path link to Lynn Road)	5.8 Explore potential to add in missing footpath on Trafford Road	Phase 1	Phase 2	Medium Term	Missing footpath	Missing path	X	X				X	
Wi9.5	Wisbech	NCN63 Old Market Place / Chapel Road / Harecroft Road	9.5 Provide clear pedestrian route along frontage of Dawbarn & Sons	Phase 1	Phase 1	Medium Term	The principles of this scheme are the same as 1.3. Therefore the work here should be done in tandem to pool resources.	Missing path	X			X	X		
Wi11.2	Wisbech	Horsefair / Freedom Bridge / Nene Parade / Osborne Road / Mount Pleasant Road	11.2 Review footpath provision on Nene Parade (port area)	Phase 2	Phase 2	Medium Term	Due to the level of work that may be needed this has been identified for the medium term	Missing path		X	X	X			
Wi18.2	Wisbech	Cromwell Road	18.2 Install missing section of path between Lidl and Tesco/Cinema.	Phase 2	Phase 2	Long Term	Missing footpath - based on previous attempts to explore this option it is expected that this scheme will require longer to deliver (linked to scheme 18.3)	Missing path		X		X			
Wi18.3	Wisbech	Cromwell Road	18.3 Install missing path from South Brink junction to bus stop (Malt Drive) and across to KFC.	Phase 2	Phase 2	Long Term	Missing footpath - as above (linked to scheme 18.2)	Missing path		X		X			
Wi3.1	Wisbech	NCN63 Town Bridge / Bridge Street / High Street / Market Place	3.1 Review & improve NCN signage	Phase 1	Phase 1	Short Term	NCN Signage package	NCN Signage						X	
Wi4.2	Wisbech	NCN63 Little Church Street / Pasimitymas / Whitby Street / Town Park	4.2 Review & improve NCN signage	Phase 1	Phase 1	Short Term	NCN Signage package	NCN Signage						X	
Wi5.1	Wisbech	NCN63 Tavistock Road / Coleville Road (Clarkson Infant) / Trafford Road (path link to Lynn Road)	5.1 Review NCN signage & improve where necessary	Phase 1	Phase 1	Short Term	NCN Signage package	NCN Signage	X	X				X	
Wi6.1	Wisbech	NCN63 Kooremann Avenue (path link) / Prins Avenue / Waterlees Road	6.1 Review NCN signage & improve where necessary	Phase 1	Phase 1	Short Term	NCN Signage package	NCN Signage						X	
Wi7.1	Wisbech	NCN63 Beechwood Road / St Michaels Avenue (Orchards Primary) / Bath Road	7.1 Review NCN signage & improve where necessary	Phase 1	Phase 1	Short Term	ncn Signage package	NCN Signage	X					X	

## Appendix 6 - Wisbech Recommendations

Wi8.1	Wisbech	NCN63 Sybil Road / Eastfield Way (path link) / Dehavilland Road / St Augustine Road	8.1 Review NCN signage & improve where necessary	Phase 1	Phase 1	Short Term	NCN Signage package	NCN Signage						X	
Wi9.1	Wisbech	NCN63 Old Market Place / Chapel Road / Harecroft Road	9.1 Review NCN signage & improve where necessary	Phase 1	Phase 1	Short Term	NCN Signage package	NCN Signage	X				X	X	
Wi13.1	Wisbech	NCN63 Church Terrace / West Street / Elm Road (Elm School) / Elm Low Road	13.1 Review NCN signage & improve where required	Phase 1	Phase 1	Short Term	NCN Signage package	NCN Signage	X	X			X		
Wi11.4	Wisbech	Horsefair / Freedom Bridge / Nene Parade / Osborne Road / Mount Pleasant Road	11.4 Provide contraflow cycle lane on Nene Parade & formalise path to shared use up to Boat House	Phase 1	Phase 2	Medium Term	Due to link with Freedom bridge this is likely to be a more complex project.	New cycle lane & formalise shared use		X	X		X		
Wi13.3	Wisbech	NCN63 Church Terrace / West Street / Elm Road (Elm School) / Elm Low Road	13.3 Install segregated cycle lanes on Elm Road on Churchill Road side (reducing road width)	Phase 2	Phase 2	Long Term	Due to the scale of the works needed here this will be a longer term project.	New Cycle Lanes	X	X			X		
Wi5.3	Wisbech	NCN63 Tavistock Road / Coleville Road (Clarkson Infant) / Trafford Road (path link to Lynn Road)	5.3 Explore potential for shared use path along Tavistock Road	Phase 2	Phase 2	Medium Term	Scoping is needed to understand the extent of work needed to achieve this.	New shared use	X	X				X	
Wi9.2	Wisbech	NCN63 Old Market Place / Chapel Road / Harecroft Road	9.2 Explore provision of shared use path along eastern side of Harecroft Road	Phase 2	Phase 2	Long Term	This may require some space from the road - as this is very wide it is not expected to be an issue. However this is a potentially a larger scheme.	New shared use	X				X	X	
Wi11.3	Wisbech	Horsefair / Freedom Bridge / Nene Parade / Osborne Road / Mount Pleasant Road	11.3 Explore options for provision of shared use paths on Mount Pleasant Road and Nene Parade	Phase 2	Phase 2	Short Term	Due to the length of road this would be a major scheme.	New shared use		X	X		X		
Wi13.7	Wisbech	NCN63 Church Terrace / West Street / Elm Road (Elm School) / Elm Low Road	13.7 Install dual use path on east side of Elm Road to link to access to Thomas Clarkson.	Phase 2	Phase 2	Long Term	Due to the scale of the works needed here this will be a longer term project.	New shared use	X	X			X		
Wi9.6	Wisbech	NCN63 Old Market Place / Chapel Road / Harecroft Road	9.6 Improve link path signage (from Chapel Road car park) & review lighting.	Phase 1	Phase 1	Short Term	signage package & lighting package	Path signage & lighting	X				X	X	
Wi8.2	Wisbech	NCN63 Sybil Road / Eastfield Way (path link) / Dehavilland Road / St Augustine Road	8.2 Improve path surfaces	Phase 1	Phase 1	Short/Medium Term	The delivery of this will depend whether straight forward resurfacing is required or surface upgrades.	Path Surfaces						X	
Wi8.3	Wisbech	NCN63 Sybil Road / Eastfield Way (path link) / Dehavilland Road / St Augustine Road	8.3 Explore options for path widening on Dehavilland Road	Phase 2	Phase 2	Long Term	This scheme may be complex	Path widening						X	
Wi10.2	Wisbech	Leverington Road (Peckover School) / Chapel Road path link	10.2 Explore options to widen Leverington Road footpath in proximity to Peckover School	Phase 2	Phase 2	Long Term	Footpath widening is expected to be slightly more complex and therefore a longer term scheme.	Path widening	X	X					
Wi12.4	Wisbech	Chapel Road / North Brink (Wisbech Grammar)	12.4 Review footpath provision on Chapel Road - particularly narrow section.	Phase 2	Phase 2	Medium Term	As above - linked to scheme 12.2	Path widening	X	X					

## Appendix 6 - Wisbech Recommendations

Wi14.3	Wisbech	Churchill Road / Ramnoth Road (Ramnoth Primary)	14.3 Continue shared use path from Churchill Road link along Ramnoth Road towards CWA & Ramnoth Primary (widen path using grass verge)	Phase 2	Phase 2	Medium Term	Ideally this would be delivered earlier, however due to the scale of works expected this will take longer.	Path widening	X	X		X		X
Wi12.3	Wisbech	Chapel Road / North Brink (Wisbech Grammar)	12.3 Review crossing point/desire lines from Chapel Road car park - potential footpath extension link to North Brink	Phase 2	Phase 2	Medium Term	Interventions in this location need to be tied to scheme 12.2	Ped crossing	X	X				
Wi13.6	Wisbech	NCN63 Church Terrace / West Street / Elm Road (Elm School) / Elm Low Road	13.6 Review potential for ped/cycle crossing to link with Churchill Road controlled crossing with access to Thomas Clarkson Academy.	Phase 2	Phase 2	Medium Term	Upgrade crossing to a Toucan? Link to scheme 13.7	Ped crossing	X	X		X		
Wi14.8	Wisbech	Churchill Road / Ramnoth Road (Ramnoth Primary)	14.8 Pedestrian crossing provision on Money Bank junction	Phase 1	Phase 1	Medium Term	Due to the scale of the works needed here this will be a longer term project.	Ped crossing	X	X		X		X
Wi15.2	Wisbech	Norwich Road	15.2 Review pedestrian crossing provision on Norwich Road	Phase 1	Phase 1	Short Term	Review work can be completed relatively quickly. Resulting schemes will take longer.	Ped crossing				X		X
Wi17.4	Wisbech	Lynn Road	17.4 Review crossing provision or requirement for additional refuge islands.	Phase 2	Phase 2	Medium Term	Due to the length of road this scheme covers this will be a longer term project.	Ped crossing		X		X		
Wi18.5	Wisbech	Cromwell Road	18.5 Review crossing provision	Phase 1	Phase 1	Medium Term	Due to the length of road this scheme covers this will be a longer term project.	Ped crossing		X		X		
Wi1.5	Wisbech	Weasenham Lane	1.5 Provide ped islands on wide junctions.	Phase 1	Phase 2	Medium Term	This is a larger project expected to take longer to deliver, however scoping should be completed earlier	Ped island	X	X		X		
Wi10.3	Wisbech	Leverington Road (Peckover School) / Chapel Road path link	10.3 Improve island refuge on junction with Harecroft Road	Phase 2	Phase 3	Long Term	Scoping work is needed to understand the extent of intervention needed here.	Ped island	X	X				
Wi11.5	Wisbech	Horsefair / Freedom Bridge / Nene Parade / Osborne Road / Mount Pleasant Road	11.5 Explore option for crossing refuge on Horsefair arm of Freedom Bridge roundabout	Phase 2	Phase 2	Long Term	Ideally this would be delivered earlier, however due to the scale of works expected this will take longer.	Ped island		X	X	X		
Wi11.6	Wisbech	Horsefair / Freedom Bridge / Nene Parade / Osborne Road / Mount Pleasant Road	11.6 Explore improvements to ped refuge on Nene Quay arm of Freedom Bridge roundabout	Phase 2	Phase 2	Long Term	As above - however this may be able to be brought forward depending on progress of Active Travel Tranche 2 project.	Ped island		X	X	X		
Wi18.6	Wisbech	Cromwell Road	18.6 Explore options to provide of refuge island at Salters Way or to aid crossing.	Phase 2	Phase 2	Medium/Long Term	Dependant on the extent of works this would ideally be a Medium Term project but due to location work here may take longer.	Ped island		X		X		
Wi4.3	Wisbech	NCN63 Little Church Street / Pasimitymas / Whitby Street / Town Park	4.3 Renew/update road markings between Churchill Road and Wisbech Town Park	Phase 1	Phase 1	Short Term	This should be relatively straight forward to complete.	Road markings					X	
Wi1.2	Wisbech	Weasenham Lane	1.2 Review & improve shared path signage	Phase 1	Phase 1	Short Term	Signage package	Signage	X	X		X		
Wi4.1	Wisbech	NCN63 Little Church Street / Pasimitymas / Whitby Street / Town Park	4.1 Explore cycling contraflow (including signage provision) on Little Church Street	Phase 2	Phase 2	Medium Term	This is not a priority scheme due to low footfall. It may require only a small amount of work but this is at present unknown.	Signage					X	
Wi14.2	Wisbech	Churchill Road / Ramnoth Road (Ramnoth Primary)	14.2 Explore options to sign an alternative cycle route along streets parallel to Churchill Road (Wisbech Park, William Road/Park Street, Norwich Road to Elizabeth Terrace)	Phase 1	Phase 1	Short Term	Signage package	Signage	X	X		X		X
Wi14.7	Wisbech	Churchill Road / Ramnoth Road (Ramnoth Primary)	14.7 Review & improve school signage where necessary	Phase 1	Phase 1	Short Term	Signage package	Signage	X	X		X		X
Wi18.4	Wisbech	Cromwell Road	18.4 Improve shared use path signage	Phase 1	Phase 1	Short Term	Signage package	Signage		X		X		



## Appendix 6 - Wisbech Recommendations

Wi5.5	Wisbech	NCN63 Tavistock Road / Coleville Road (Clarkson Infant) / Trafford Road (path link to Lynn Road)	5.5 Assess link path to Lynn Road for surface improvement	Phase 1	Phase 1	Short/Medium Term	Assessment can be completed quickly, however the delivery of this project will depend whether resurfacing or surfacing upgrades are needed.	Surface Improvements	X	X			X	
Wi1.1	Wisbech	Weasenham Lane	1.1 Explore options for widening shared use path using existing verges.	Phase 1	Phase 2	Medium Term	This site has lots of potential for widening. This will be a larger scheme however due to the length of path in question.	Widen existing path	X	X		X		
Wi5.2	Wisbech	NCN63 Tavistock Road / Coleville Road (Clarkson Infant) / Trafford Road (path link to Lynn Road)	5.2 Explore potential for path widening	Phase 1	Phase 2	Medium Term	This will require some road space - need to understand extent and whether this is supported.	Widen existing path	X	X			X	
Wi6.2	Wisbech	NCN63 Kooremann Avenue (path link) / Prins Avenue / Waterlees Road	6.2 Explore potential to widen the path north east of Kooremann Avenue to create shared use path connecting to Waterlees Road and improve amenity.	Phase 1	Phase 2	Medium Term	Scoping is needed to understand the extent of work needed to achieve this.	Widen existing path					X	
Wi16.1	Wisbech	Money Bank / Quaker Lane / M	16.1 Explore options for path widening on Money Bank	Phase 1	Phase 2	Medium Term	Due to the length of road this would be a longer term project	Widen existing path	X					
Wi17.1	Wisbech	Lynn Road	17.1 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.	Phase 1	Phase 2	Medium/Long Term	Dependant on the extent of works this would ideally be a Medium Term project but due to the length of road this may take longer.	Widen existing path		X		X		
Wi18.1	Wisbech	Cromwell Road	18.1 Widen shared use path using existing verges	Phase 1	Phase 2	Medium Term	Due to the length of road this scheme covers this will be a longer term project.	Widen existing path		X		X		