

Fenland District Council

FENLAND CYCLING, WALKING AND MOBILITY AID IMPROVEMENT STRATEGY 2021

Version 1

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BACKGROUND

Fenland Context

Location

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

Population

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

Deprivation and poor health

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

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

Highway network

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

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

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

The need for a Local Strategy

Health Agenda & Climate Change

Encouraging more walking and cycling has long been recognised as a key objective to improving physical and mental health and to reducing carbon emissions to defend against climate change.

However, Fenland has received limited funding for infrastructure provision to date and is therefore lacking a consistent walking and cycling network to build upon.

Piecemeal opportunities in the past have provided small scale route improvements across the district such as Elwyn Road (March) and Cromwell Road (Wisbech) shared use paths. However, these are few and far between and require more time and investment as well as further improvement to create a good quality network of routes enabling walking and cycling to all key locations in each town.

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

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

Supporting Local Growth

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

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

Covid Recovery – Green Restart

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

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

Funding Requirements & Criteria

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

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

It is the intention of this strategy to identify clear priorities and recommend schemes to address Fenlands previously low funding achievements for walking and cycling. However, due to the area's

currently unavoidable reliance on motor vehicles for access to key services and longer distance journeys, this strategy will not consider recommendations that would increase pressure on the existing highway network.

Related Plans & Strategies

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

Summary of Plan and Strategy documents:

National Strategy	Published
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
 Local Strategy	 Published
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	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 2.

Modes of travel

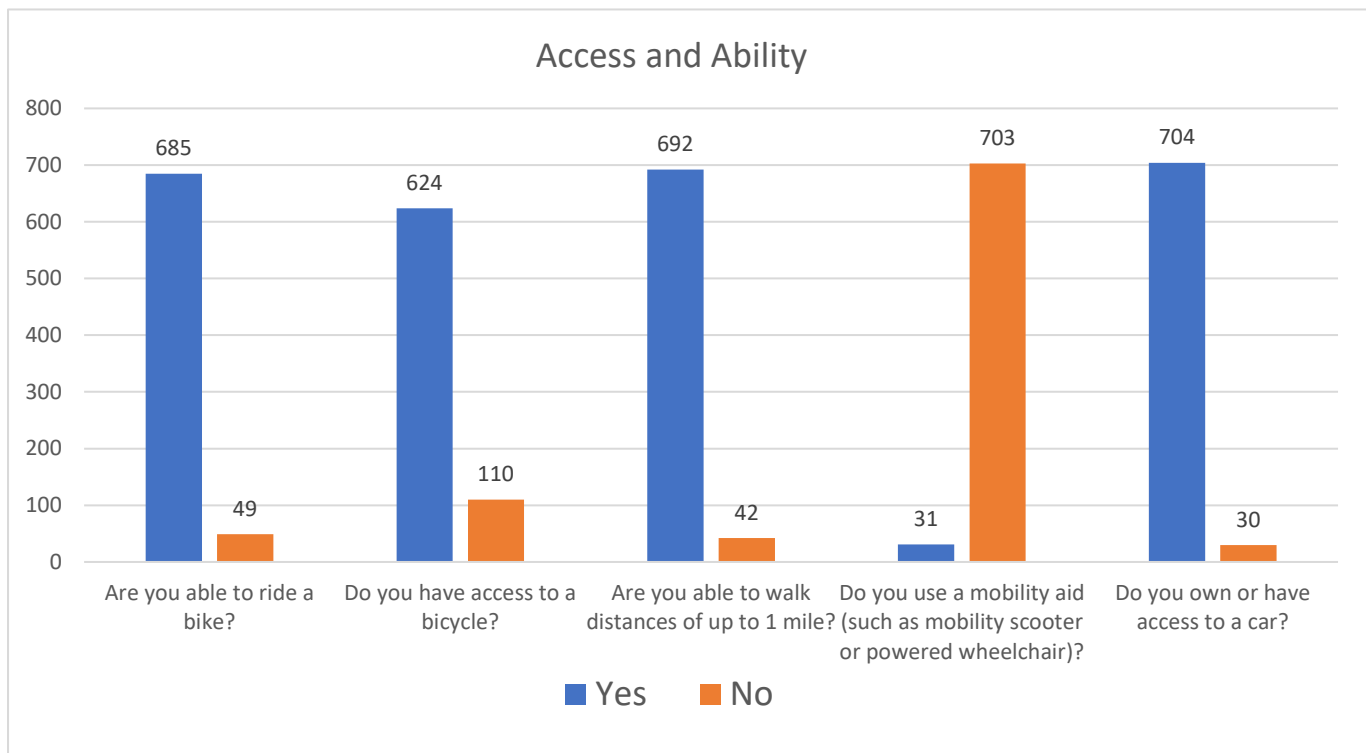
Walking and Cycling

Shifting travel trends away from the private car to walking and cycling is proven to have many benefits for the area including promoting healthier lifestyles, reducing traffic congestion and improving air quality¹.

Many car journeys in Fenland are under 2km in length totalling around 25% of all car trips across Cambridgeshire² and yet walking and cycling accounts for only 1% of journeys in Chatteris, Whittlesey and Wisbech and around 2% of all journeys in March 3.

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

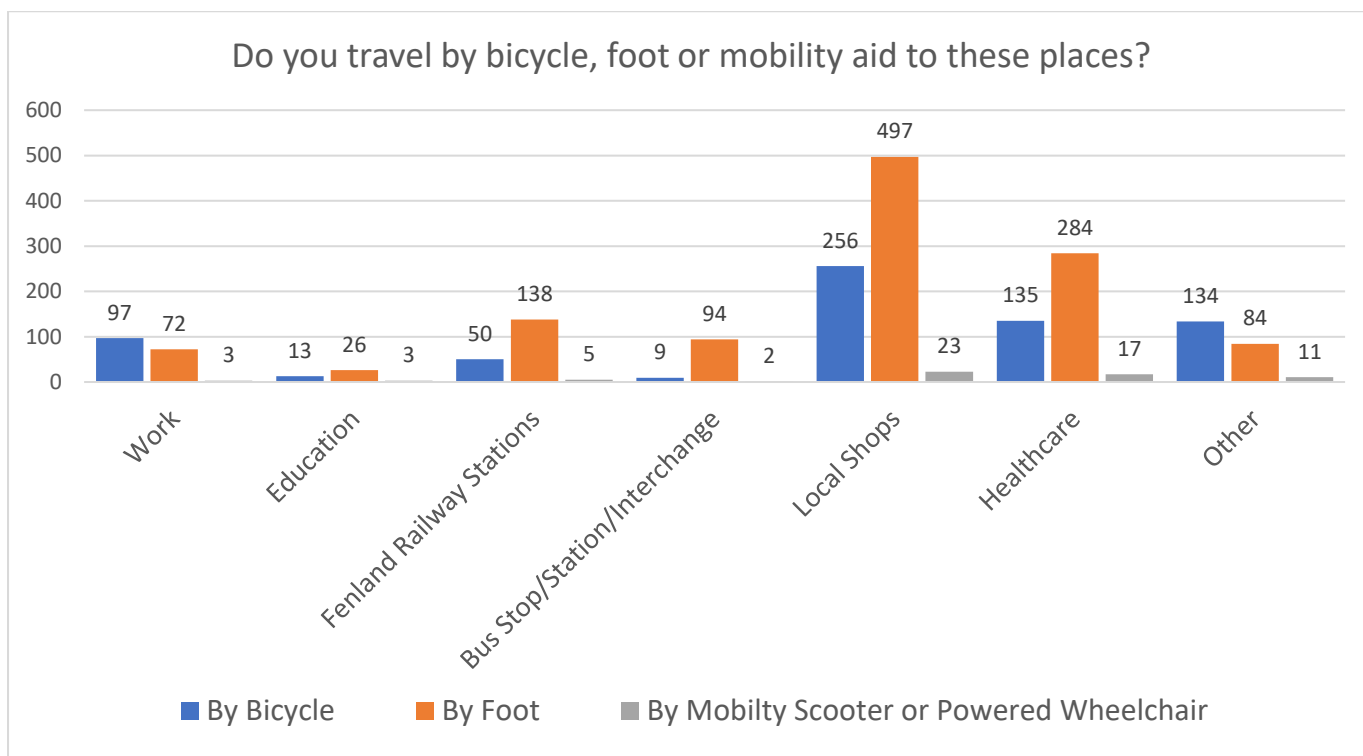
Survey work undertaken as part of developing this strategy asked local residents and visitors to Fenland key questions relating to walking and cycling. 734 surveys were completed in total. The results relating to walking and cycling are as follows:



¹ Source: https://www.sustrans.org.uk/media/5949/bikelife19_greater-cambridge_web.pdf

² Source: 2011 Census and Transport/Health JSNA

³ Source: CCC Traffic Monitoring Report 2019



Electric-assisted pedal bicycles (EBikes)

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

Ebikes are particularly useful for local journeys as they can make cycling accessible to people who might otherwise find it difficult, such as the elderly and those with health problems. By providing motorised assistance an Ebike requires less physical effort to generate movement. This can enable cyclists to travel more quickly, reducing journey times, and make longer distance journeys more achievable.

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

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

Mobility Scooters

Life expectancy has been gradually increasing year on year from around 75 years in 1990 to around 81 in 2020⁴. This means the population across the entire country is growing and also getting older. This is especially the case in Fenland as people are attracted to move to or remain

⁴ Source: [U.K. Life Expectancy 1950-2021 | MacroTrends](https://www.macro-trends.com/life-expectancy-uk-1950-2021.html)

in the quieter countryside for their retirement. This is one reason that mobility aid use, such as scooters or electric wheelchairs, is becoming increasingly prevalent.

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

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

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

Rail Travel

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

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

Other path users: Equestrians

Horse riding is not considered to be a method of travel to access places of education and employment and is therefore not a transport mode this strategy is aimed at. However, riding is a very important activity in the rural community and must be considered for wider network links where byways and bridleways are in use. New links for connecting towns and villages to improve travel options on foot and by bicycle should also consider adding value by including access for other surface users such as equestrians.

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

METHODOLOGY

2.1 Work to date

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

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

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

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

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

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

2.2 Strategy Content

Phased approach

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

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

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

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

Access to work and education

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

Multi-mode journeys

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

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

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

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

Town Maps (inc Core Routes).

The following town maps show core routes within each town. These routes link the main residential areas with key locations for education and employment. They also highlighted on each

map in green and blue. Leisure services, healthcare provision and retail opportunities are mainly within or near to an employment zone and are therefore included within the key locations.

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

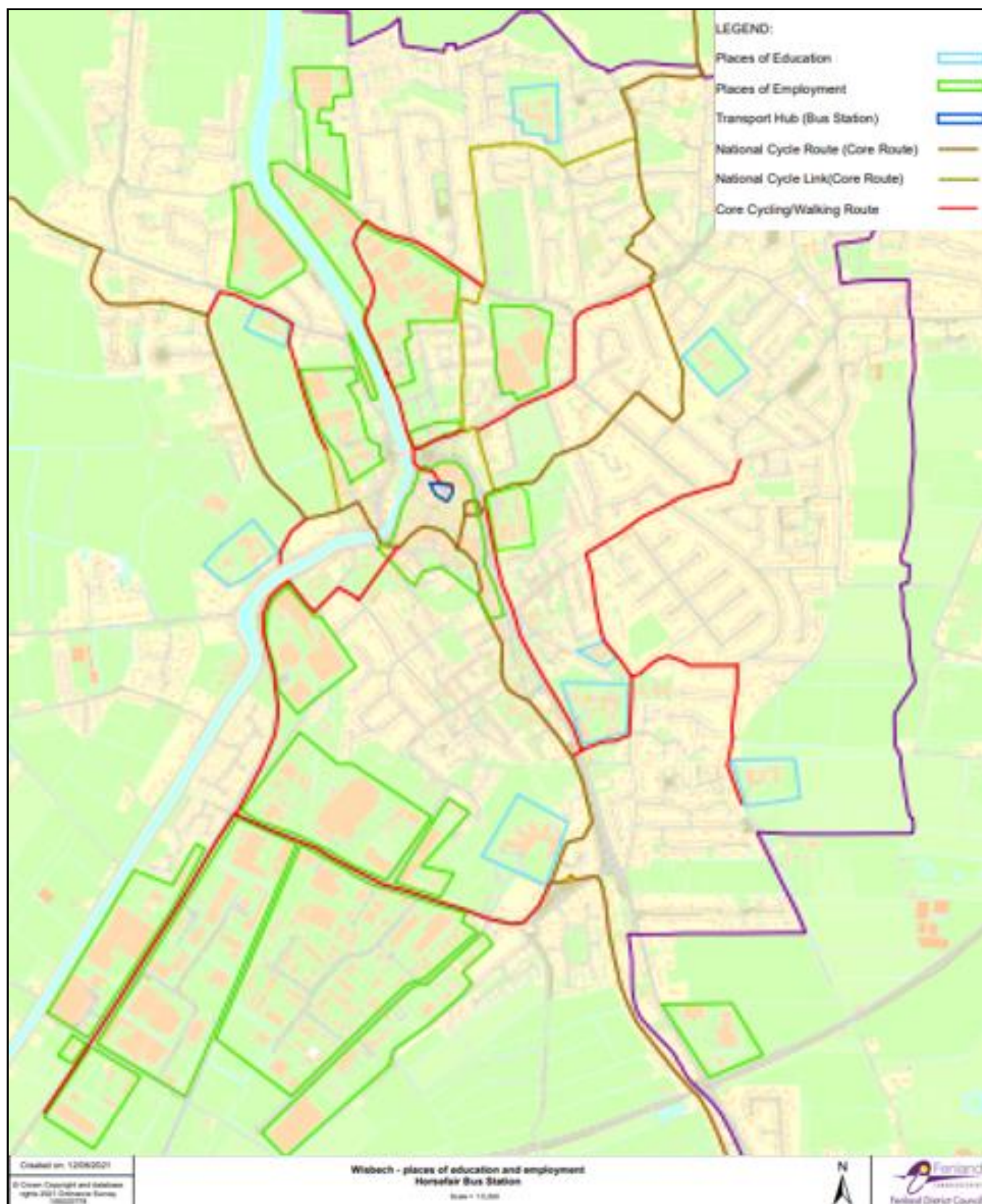
It is important to note that while the town map core routes have been identified as the most likely desire line for journeys this does not mean that every road or pathway is suitable for infrastructure improvements. This has been considered through initial route audits and alternative route options suggested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

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

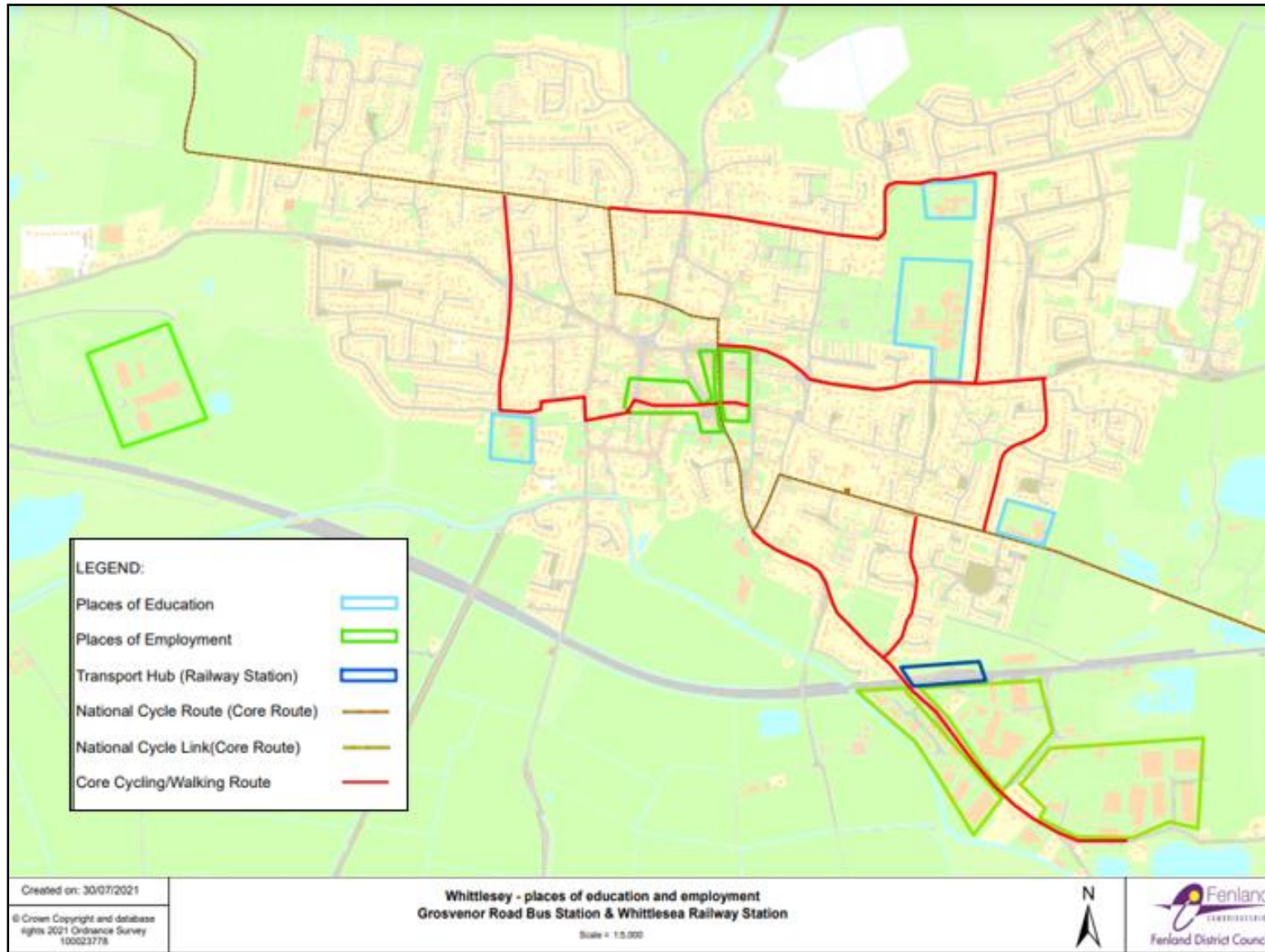
1: Chatteris Core Routes



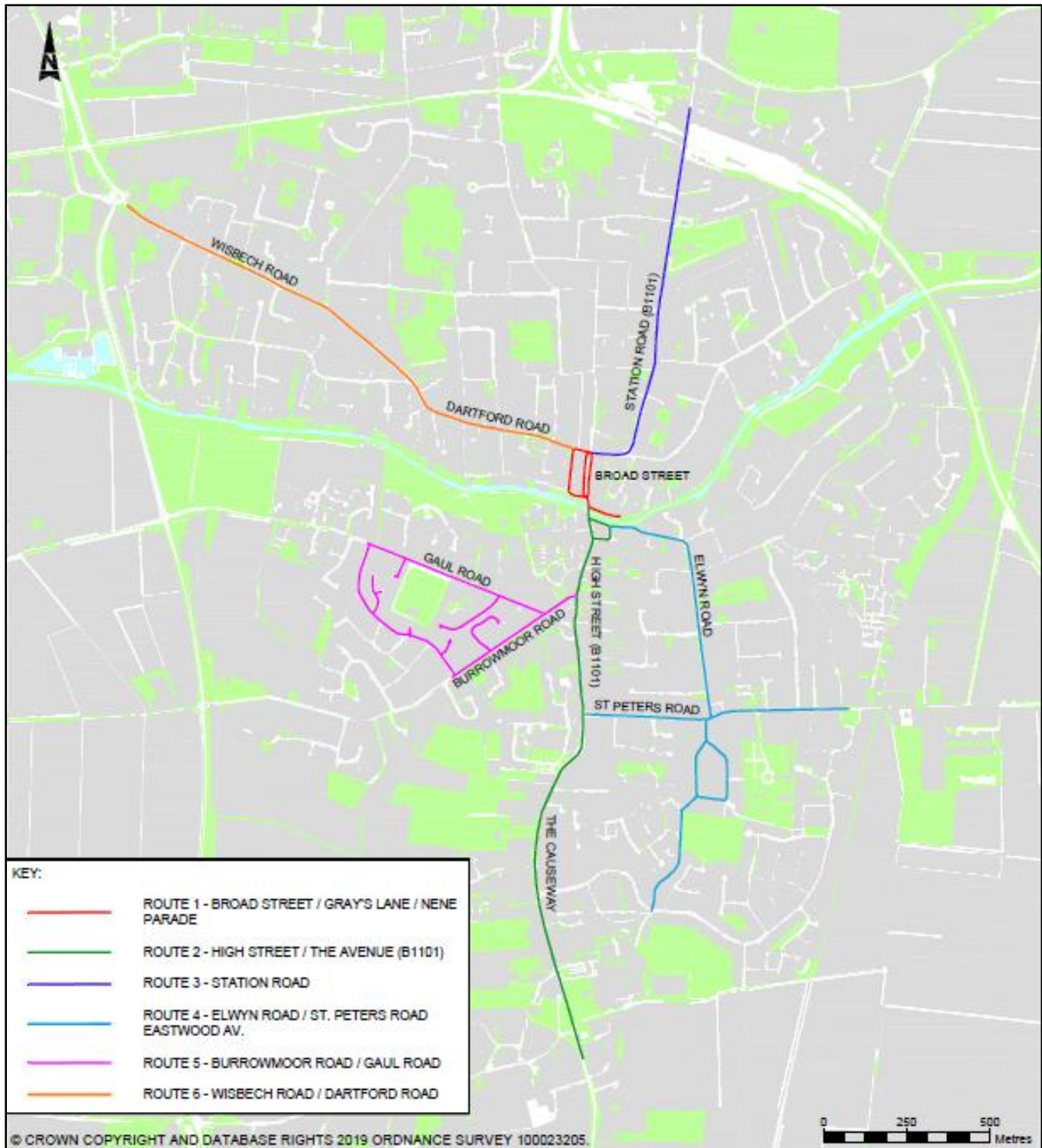
2: Wisbech Core Routes



3: Whittlesey Core Routes



4: March Core Routes (MATS Strategy map)



5: Fenland Core Routes



Developing a connected network

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

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

Encouraging travel choice and reducing other travel barriers

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

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

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

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

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

* June 2020 and June 2021

Identifying best practice for Fenland

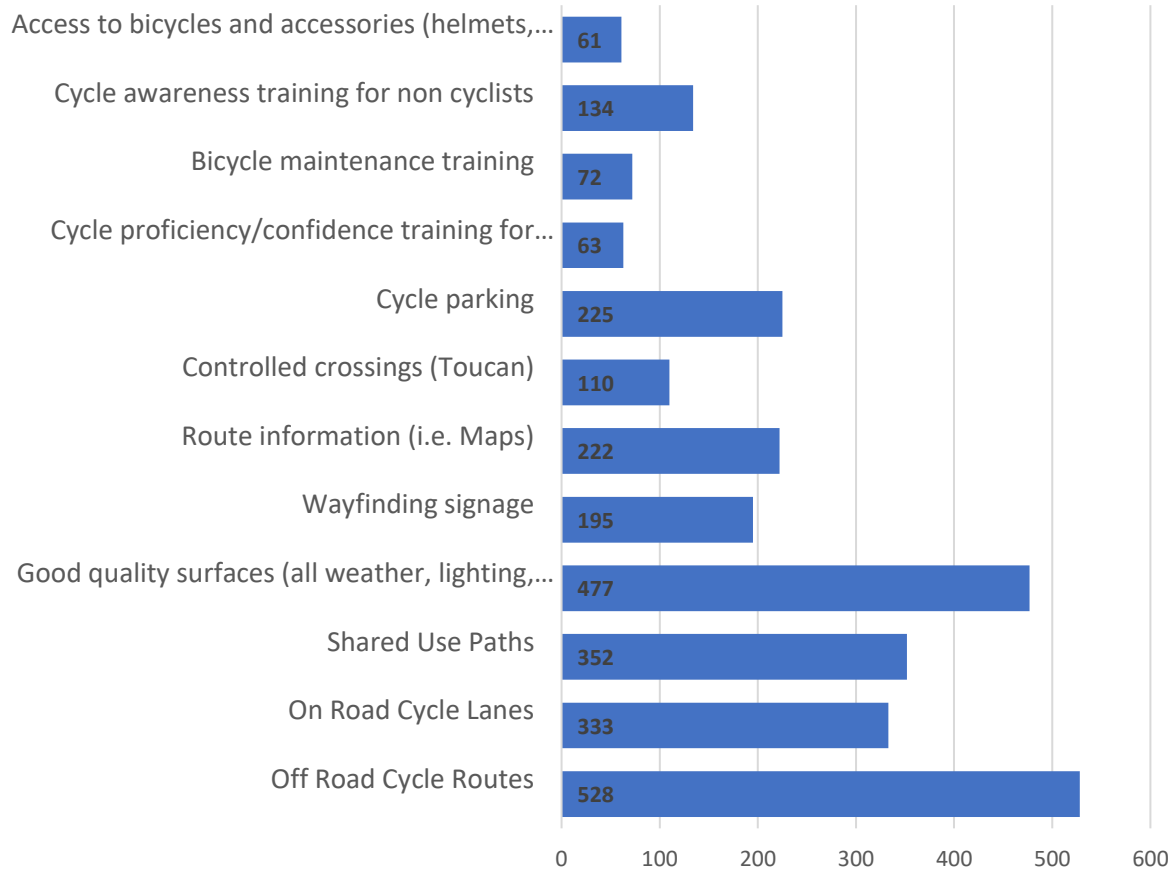
In early 2021 an online survey was undertaken to gather key information and opinions relating to walking, cycling and mobility scooter use in Fenland. Almost all participants stated they either live, work or access education in Fenland with a few (1%) living/working nearby.

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

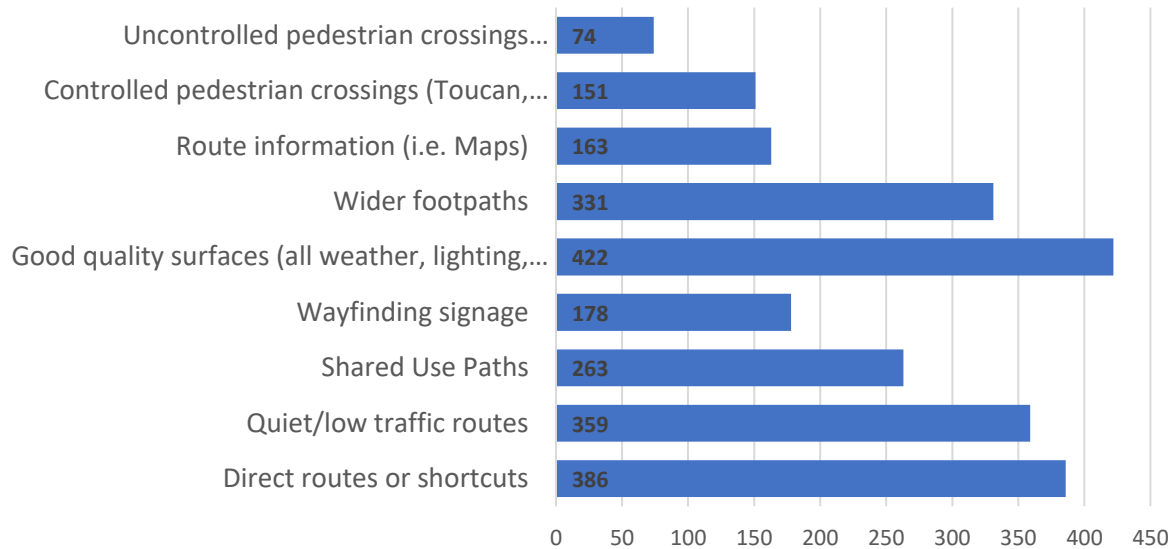
Of all the 734 respondents 685 stated they were able to ride a bike and 692 stated they were able to walk distances of 1 mile with only 30 stating they did not have access to a car. Most participants stated they accessed some local services either on foot, by bicycle or using a mobility scooter with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

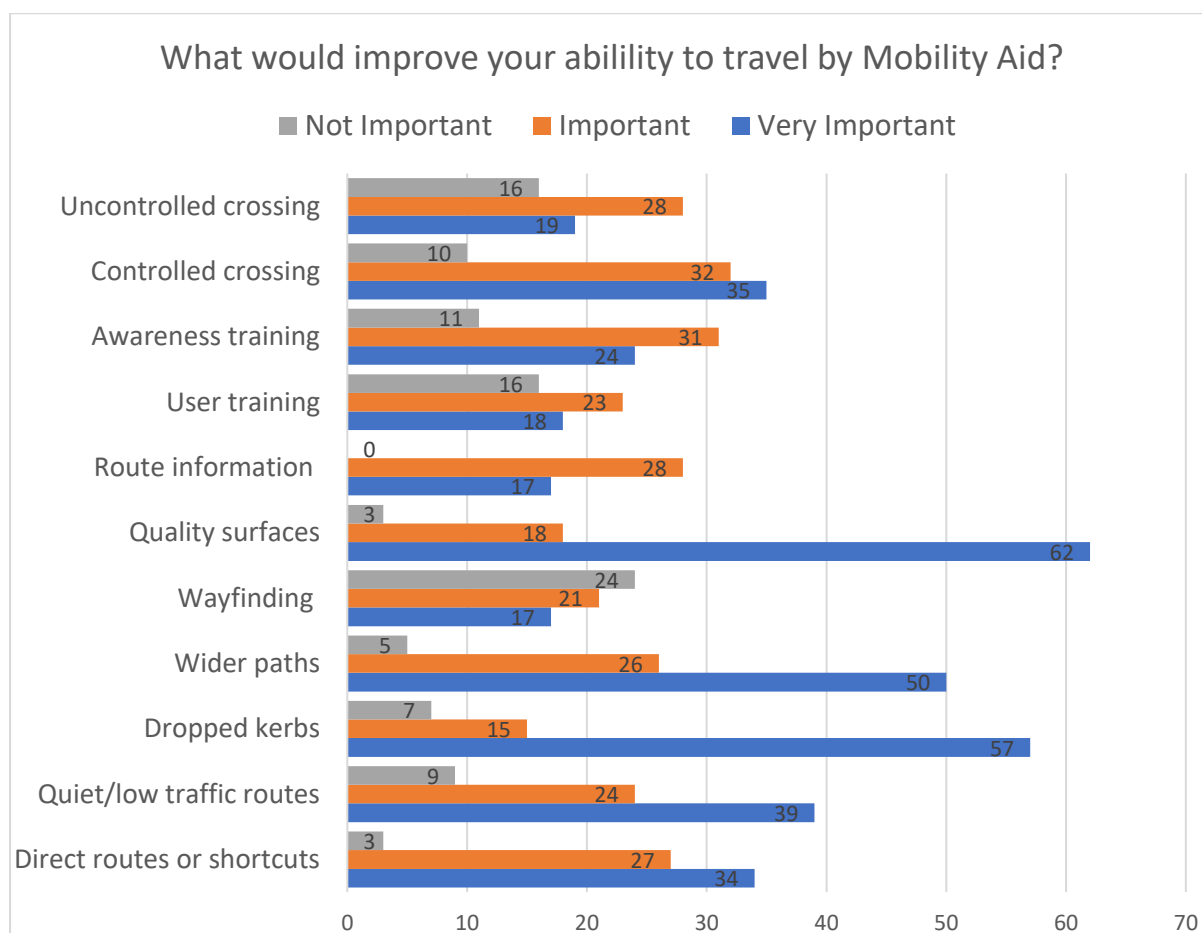
Using the responses from the survey the following information has been collated to show the most popular interventions local residents, workers and visitors feel would help them choose to walk or cycle more or provide them with better mobility scooter access.

What would encourage you to travel by bicycle?



What would encourage you to travel more by foot?





STRATEGY

Fenland Cycling, Walking and Mobility Improvement Strategy

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

Aim

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

Objectives

Core objectives essential to the success of this strategy:

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

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

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

Core Policies

Place	
Create a high-level strategy for a consistent and connected network of cycling and walking routes between and into each Fenland town to link residential areas with places of education and employment. To address safety gaps in the rural network and develop a core route link across Fenland.	This will be achieved by the development of this strategy and include a regular programme of review to ensure policies and scheme recommendations remain up to date and in line with public requirements and related strategies such as the emerging local plan.
Develop walking and cycling exemplar infrastructure within our Market Towns, resolve safety gaps in villages and enhance core route links across Fenland.	<p>This will be achieved by</p> <ul style="list-style-type: none"> • identify gaps in the network and recommendations for existing routes including improvements to facilitate better access for mobility aid users. • Addressing safety concerns for walkers and cyclists. • actively sourcing funding opportunities for scheme delivery • enabling supporting infrastructure such as cycle parking
Maintain a consistent and ongoing approach to network improvements relating to walking and cycling routes and access to places of education, employment and health.	This will be achieved by regularly reviewing route and network requirements and publishing a list of approved scheme recommendations. This list can be used by any relevant local authorities or highway providers for scheme funding.

People	
Enable walking and cycling in safety and confidence for people of all ages	This will be achieved by education and training, providing access to equipment such as bicycles or safety items such as hi-vis wear.
Facilitate opportunities to travel and demonstrate making local walking and cycling journeys	This will be achieved by supporting integrated transport journeys especially to railway and bus stations, promoting routes and providing cycling and walking maps.

Encourage mobility and walking and cycling as a first choice for local journeys.	This will be achieved by championing solutions to support the use of mobility aids, supporting walking and cycling for health schemes, access and links to green spaces and corridors and leisure routes

Promotion	
Communication through a range of mediums and media to promote routes and opportunities for local travel	This will be achieved by cycling and walking map development, highlighting travel options for festivals and events and participating in local and national sustainable travel promotions.
Commission and deliver exemplar mobility projects and good practice examples	This will be achieved by the delivery of special projects to promote walking, cycling and mobility e.g. Whittlesey Heritage Walk, working with other projects to promote healthy living and activities to promote user safety, considerate behaviour and how to report highway/infrastructure faults
Evaluate cycling, walking & mobility aid requirements across Fenland and evidence progress against strategy targets.	This will be achieved by developing a customer centred evaluation and review process. To include discussion about progress with the community and local stakeholders, particularly understanding the needs of mobility aid users. This will provide ongoing opportunity for public focused support and responses, user feedback, route audits, and culminate in a published report to demonstrate progress

Preferred Interventions

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

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

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

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

Identified Schemes/recommendations

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

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

The recommendations were then prioritised based on the following:

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

The some of the schemes identified for potential further investigation are listed below. The full list can be found in Appendix 2:

CHATTERIS	
Location	Recommendations
Fenland Way A141	<p>Explore options for widening footpath north of travellers site entrance, including options for safety barrier provision.</p> <p>Install missing footpath between Jacks roundabout and travellers site entrance, including option safety barrier provision.</p> <p>Explore options to improve pedestrian crossing of A141/A142 roundabout - potential refuge improvement or controlled crossing.</p> <p>Explore options for improving ped crossing at Staincraft.</p>
Isle of Ely Way A142 (at Fenton Way)	Explore options for pedestrian/cycling crossing - potential refuge or controlled crossing
Isle of Ely Way A142 (at New Road)	<p>This is the route to Manea Railway Station</p> <p>Provide ped/cycle crossing of A142 to continue along New Road</p> <p>Install footpath/cycle path from The Pastures to A142</p> <p>Complete full audit of route to Manea Railway Station to identify improvements to develop a commuter route for cyclists.</p> <p>Consider/incorporate improvements along High Street/Station Road, Manea to aid access to school.</p>
Bridge Street / High Street	<p>Review parking provision on pinch points along route</p> <p>Provide safe walking route across Apple Petrol Station entrance.</p> <p>Explore footpath widening consistently along entire route</p> <p>Ensure dropped kerb provision at each junction and crossing point.</p> <p>Review Dock Road junction crossing island - ensure dropped kerb provision.</p>
Wenny Road (Cromwell College)	<p>Investigate requirement for provision of footpath across Sixth Form access/drop off point.</p> <p>Explore option for on road advisory cycle lanes (particularly in proximity to Cromwell Community College)</p> <p>Investigate options for 20mph school zone.</p>
Wenny Rec path	<p>Explore options to split existing path to include a segregated cycle path (investigate reasons for 'no cycling' signage)</p> <p>Provision of solar studs to improve route safety during winter months.</p>
Market Hill / East Park Street	<p>Review and rationalise street furniture</p> <p>Ensure dropped kerb provision at every junction and crossing point.</p> <p>Review junction widths to aid crossing (East Park Street, Station Road, Huntingdon Road)</p>

CHATTERIS	
Location	Recommendations
Burnsfield Street (Kingsfield Primary) / Station Street (link path)	<p>Explore options to limit vehicle access to Burnsfield Street during peak (school run) times.</p> <p>Explore option for 20mph school zone on Station Street.</p> <p>Review crossing provision along route to school</p>
Short Nightlayers Drove / Dock Road / Fenton Way	<p>Provision of footpath on both sides of road (Dock Road & Short Nightlayers Drove)</p> <p>Widen existing footpath using grass verges and review lighting provision</p> <p>Explore potential for introduction of shared use on existing path (once widened)</p> <p>Reduce foliage/overgrowth on byway path.</p> <p>Improve surface and widen byway entrance on A142</p> <p>Provide ped/cycle crossing of A142 to connect to business park (Fenton Way). See Isle of Ely A142 Way recommendation.</p>
Huntingdon Road / West Park Street / Park Street	<p>Ensure dropped kerb provision on every junction and crossing point.</p>
New Road	<p>Remove car parking on footpath (particularly town end)</p> <p>Explore options for path widening</p> <p>Ensure dropped kerb provision at all junctions and crossing points</p>
Burnsfield Street (Kingsfield Primary) / Station Street (link path)	<p>Review crossing provision along route to school.</p>
Farriers Gate (Glebelands Primary) / Saddlers Way	<p>Review & improve wayfinding signage.</p>

The table below for March details the priority recommendations from the March Area Transport Study (MATs) Walking & Cycling Strategy 2020. This strategy has been incorporated into this document as the recommendations for March.

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

Location	March Area Transport Study Recommendations.
Broad Street / Grays Lane / Nene Parade	<p>Improve footway surfaces and refurbish guard railings.</p> <p>Improve pedestrian crossing facilities across Broad Street</p> <p>Review cycle parking provision in Broad Street to provide more convenient and secure Sheffield stand provision on both sides of the street.</p> <p>Improve pedestrian and cycling signage, with distance to key destinations</p>
High Street / The Avenue / The Causeway (Neale Wade Academy)	<p>Install a footway on section of High Street across entrance to Chapel Street shared footpath to include dropped kerb access for cyclists and mobility scooters. Include cycle markings on Chapel Street.</p> <p>Improve footway surfaces.</p> <p>Improve pedestrian crossing facilities across High Street.</p> <p>Review pedestrian crossing facilities across key junctions – including Market Place and Elwyn Road.</p> <p>Reline and sign existing shared use path.</p>
Station Road / Elm Road	<p>Review provision of dropped kerb and tactile paving across all junctions.</p> <p>Review pedestrian crossing options on Station Road by Creek Road. Potential to redesign central refuge to create a direct crossing facility.</p> <p>Assess options for providing cycling infrastructure along Station Road. Link to Estover Playing Field.</p> <p>Review cycle route linking Station Road with Neale Wade Academy and south east March, via St. John's Road, Wigstone's and the footbridge to the south of the River Nene.</p> <p>Explore options for pedestrian island across Station Approach.</p>
Elwyn Road / St Peters Road / Eastwood Avenue	<p>Improve pedestrian crossing facilities on Elwyn Road, from junctions with Deerfield Road and Badgeney Road.</p> <p>Review dropped kerb provision on all junctions.</p> <p>Review options to install missing footpath on Deerfield Road.</p>
Burrowmoor Road (Burrowmoor Primary) / Gaul Road/ Ellingham Avenue	<p>Review tactile paving and dropped kerb provision on all junctions.</p> <p>Reline no parking restrictions outside school.</p> <p>Review lighting provision on off-street paths, especially on the Chase Path and through Gaul Park.</p>

Location	March Area Transport Study Recommendations.
	<p>Explore potential for a pedestrian crossing facility on Burrowmoor Road within proximity to the school.</p> <p>Explore options to remove cycling restrictions on alleyway to Gaul Road.</p>
Wisbech Road / Dartford Road	<p>Review tactile paving and dropped kerb provision on all junctions.</p> <p>Improve pedestrian crossing facilities at the junction of Wisbech Road and Norwood Road and across Dartford Road to access Lidl. Widen pedestrian refuge across Elliott Road junction.</p> <p>Explore potential to widen existing footpath using grass verges to create a shared use path along Wisbech Road.</p> <p>Explore options to upgrade controlled crossing near Hillside Road to include cyclists (part of NCN63 route).</p> <p>Formalise and sign shared use path link to Truman Avenue (NCN63)</p>
NCN63 Longhill Road / Hundred Road / Norwood Road	Cycle lanes to be included in the Northern Industrial Link Road (MATs Scheme).
Cavalry Drive (Cavalry Primary & Neale Wade Academy)	<p>Install dropped kerbs and tactile paving across all side road junctions with Cavalry Drive, close to the school.</p> <p>Explore options for pedestrian crossing facilities at rear entrance to Neale Wade Academy.</p>
County Road (All Saints Academy)	<p>Examine the need for a controlled crossing facilities on County Road, close to junction with All Saints Close</p> <p>Formalise grass track path from Robingoodfellows Park to All Saints Close (access to All Saints Academy).</p>
Robingoodfellows Lane	Explore options to install missing footpath to car park.
Lambs Hill Drove	<p>Explore options for shared use provision linking to Wimblington.</p> <p>Review options for surface improvements suitable for all users (especially Byway or Bridleway sections).</p>

WHITTLESEY	
Location	Recommendations
NCN63 Stonald Road	<p>Explore options to reduce traffic speeds, including 20mph zones and safety cameras.</p> <p>Ensure dropped kerb provision on every junction</p> <p>Reduce foliage overhanging paths</p> <p>Review & improve NCN signage</p> <p>Explore options for on road cycle lanes</p>

WHITTLESEY	
Location	Recommendations
	<p>Review junction widths at Northgate, Low Cross and opposite 187 Stonald Road to aid ped crossing</p> <p>Explore options to increase pedestrian waiting area on all 4 arms of T junction with Bassenhally Road, Delph & East Delph</p> <p>Review pedestrian waiting and green man times.</p>
Plough Road / Hallcroft Road / Park Lane (Park Lane Primary)	<p>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</p> <p>Ensure dropped kerb provision on each junction and crossing point.</p> <p>Review junction width and island refuge provision at Hallcroft Road/A605 junction.</p> <p>Explore options to widen footpath along route where possible using existing verges.</p> <p>Explore options for 20mph school zone (Park Lane)</p>
NCN63 Windmill Street / Gracious Street / High Causeway	<p>Review & improve NCN signage</p> <p>Ensure dropped kerb provision on every junction and crossing point</p> <p>Review issue of parked cars blocking footpaths</p> <p>Explore provision of on road advisory cycle lanes</p> <p>Review junction of Gracious Street/Orchard Street - potential to adjust width or provide refuge to aid crossing. Consider/improve cycle access to Toucan crossing.</p> <p>Explore potential to provide section of dual use path at A605 to link to existing controlled crossing. Upgrade crossing to Toucan.</p> <p>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.</p>
Eastrea Road (Sir Harry Smith College)	<p>Explore options for widening path for dual use using existing footpath</p> <p>Ensure dropped kerb provision on every junction</p> <p>Reduce ped crossing distances on junctions where possible</p> <p>Explore option for additional A605 ped crossing east of Sir Harry Smith Community College</p>
Church Street / Barr Street	<p>Ensure dropped kerb provision at each junction and crossing point.</p> <p>Upgrade uncontrolled crossing on Church Street</p> <p>Widen footpath where possible using existing verges</p>

WHITTLESEY	
Location	Recommendations
Bassenhally Road / Drybread Road (Aldermans Primary) / Coronation Avenue	<p>Explore potential for traffic calming on Bassenhally Road</p> <p>Ensure dropped kerb provision on every junction</p> <p>Explore advisory on road cycle lanes or opportunity to widen path for dual use</p> <p>Widen footpath in front of Aldermans Primary school.</p> <p>Explore options for on road advisory cycle lanes</p> <p>Explore options to widen footpath on Coronation Avenue - investigate potential for dual use path</p> <p>Review Coronation Road/Victory Avenue junction to improve ped crossing.</p> <p>Reduce foliage encroaching on paths</p> <p>Review junction at Coronation Road/Drybread road and Coronation Road/A605 to improve ped crossing.</p>
Market Street	<p>Explore option for on road advisory cycle lanes</p> <p>Ensure dropped kerb provision at every junction and crossing point.</p>
Hawthorn Drive / Marne Road	<p>Improve wayfinding signage to Railway Station</p> <p>Upgrade link paths for dual use</p> <p>Ensure dropped kerb provision on every junction & crossing point</p>
NCN 63 Inhams Road / New Road (New Road Primary)	<p>Explore options to widen footpath – particularly outside school.</p> <p>Explore options for on road cycle lanes.</p> <p>Review & improve NCN signage.</p> <p>Review & improve school approach signage.</p> <p>Ensure dropped kerb provision on every junction & crossing point.</p> <p>Review crossing facilities to access New Road Primary school</p> <p>Explore options for 20mph school zone and safety cameras</p>
Station Road (NCN63)	<p>Ensure dropped kerb provision at each junction and crossing point.</p> <p>Explore options to adjust junction width or provide refuge at Inhams Road and Aliwal Road</p> <p>Widen footpath where possible using available verge space.</p>

WISBECH	
Location	Recommendation
Weasenham Lane	<p>Explore options for widening shared use path using existing verges.</p> <p>Review & improve shared path signage</p>

WISBECH	
Location	Recommendation
	<p>Provide clear shared path access across entrance to Lamb Western</p> <p>Ensure all junctions include dropped kerbs</p> <p>Provide ped islands on wide junctions.</p>
Coalwharf / Queens Road / Post Office Lane	Explore options for secure cycle parking (cycle pods)
NCN63 Town Bridge / Bridge Street / High Street / Market Place	<p>Review & improve NCN signage</p> <p>Explore options of for secure cycle parking (cycle pods)</p>
NCN63 Little Church Street / Pasimitymas / Whitby Street / Town Park	<p>Explore cycling contraflow (including signage provision) on Little Church Street</p> <p>Review & improve NCN signage</p> <p>Renew/update road markings between Churchill Road and Wisbech Town Park</p>
NCN63 Tavistock Road / Coleville Road (Clarkson Infant) / Trafford Road (path link to Lynn Road)	<p>Review NCN signage & improve where necessary</p> <p>Explore potential for path widening</p> <p>Explore potential for shared use path along Tavistock Road</p> <p>Ensure dropped kerbs at required access points</p> <p>Assess link path to Lynn Road for surface improvement</p> <p>Review lighting on link path to Lynn Road- review potential for solar studs</p> <p>Reduce foliage overhanging footpath</p> <p>Explore potential to add in missing footpath on Trafford Road</p> <p>Explore potential for on road advisory cycle lanes</p>
NCN63 Kooremann Avenue (path link) / Prins Avenue / Waterlees Road	<p>Review NCN signage & improve where necessary</p> <p>Explore potential to widen the path north east of Kooremann Avenue to create shared use path connecting to Waterlees Road and improve amenity.</p>
NCN63 Beechwood Road / St Michaels Avenue (Orchards Primary) / Bath Road	<p>Review NCN signage & improve where necessary</p> <p>Ensure dropped kerbs provision at every junction & crossing point</p> <p>Explore potential for 20mph school zone (Orchards Primary)</p>
NCN63 Sybil Road / Eastfield Way (path link) / Dehavilland Road / St Augustine Road	<p>Review NCN signage & improve where necessary</p> <p>Improve path surfaces</p> <p>Explore options for path widening on Dehavilland Road</p> <p>Review street lighting provision on path link</p>

WISBECH	
Location	Recommendation
NCN63 Old Market Place / Chapel Road / Harecroft Road	<p>Review NCN signage & improve where necessary</p> <p>Explore provision of shared use path along eastern side of Harecroft Road</p> <p>Ensure dropped kerb provision on each junction and crossing point</p> <p>Explore opportunity to reduce junction width or provide ped island on Pickards Way and Summerfield Close</p> <p>Provide clear pedestrian route along frontage of Dawbarn & Sons</p> <p>Improve link path signage (from Chapel Road car park) & review lighting.</p> <p>Provide safe pedestrian route through Chapel Road car park</p>
Leverington Road (Peckover School) / Chapel Road path link	<p>Explore 20mph school zone outside Peckover School</p> <p>Explore options to widen Leverington Road footpath in proximity to Peckover School</p> <p>Improve island refuge on junction with Harecroft Road</p> <p>Provide clear pedestrian access through Chapel Road car park to footpath link to Leverington Road</p> <p>Explore potential for secure cycle parking provision (possible cycle pods)</p>
Horsefair / Freedom Bridge / Nene Parade / Osborne Road / Mount Pleasant Road	<p>Review parking provision & HCV park/waiting area to reduce on street parking or parking on footpath on Nene Parade (port area)</p> <p>Review footpath provision on Nene Parade (port area)</p> <p>Explore options for provision of shared use paths on Mount Pleasant Road and Nene Parade</p> <p>Provide contraflow cycle lane on Nene Parade & formalise path to shared use up to Boat House</p> <p>Explore option for crossing refuge on Horsefair arm of Freedom Bridge roundabout</p> <p>Explore improvements to ped refuge on Nene Quay arm of Freedom Bridge roundabout</p> <p>Explore options for secure cycle parking (potential cycle pods)</p>
Chapel Road / North Brink (Wisbech Grammar)	<p>Explore potential for 20mph school zone</p> <p>Reconfigure North Brink/Harecroft Road junction to aid pedestrian crossing</p> <p>Review crossing point/desire lines from Chapel Road car park - potential footpath extension link to North Brink</p> <p>Review footpath provision on Chapel Road - particularly narrow section.</p>
NCN63 Church Terrace / West Street	<p>Review NCN signage & improve where required</p>

WISBECH	
Location	Recommendation
/ Elm Road (Elm School) / Elm Low Road	<p>Explore options for 20mph school zone at Elm School including along West Street.</p> <p>Install segregated cycle lanes on Elm Road on Churchill road side (reducing road width)</p> <p>Ensure dropped kerb provision on every junction & crossing point.</p> <p>Reduce vegetation overhanging footpath.</p> <p>Review potential for ped/cycle crossing to link with Churchill Road controlled crossing with access to Thomas Clarkson Academy.</p> <p>Install dual use path on east side of Elm Road to link to access to Thomas Clarkson.</p>
Churchill Road / Ramnoth Road (Ramnoth Primary)	<p>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</p> <p>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)</p> <p>Continue shared use path from Churchill Road link along Ramnoth Road towards CWA & Ramnoth Primary (widen path using grass verge)</p> <p>Explore potential for 20mph school zone on Ramnoth Road</p> <p>Review lighting provision on Elizabeth Terrace and wayfinding signage.</p> <p>Formalise cut through path to Elizabeth Terrace (opposite Money Bank junction.)</p> <p>Review & improve school signage where necessary</p> <p>Pedestrian crossing provision on Money Bank junction</p>
Norwich Road	<p>Extend shared use path along Norwich Road from Clarkson Avenue to Ramnoth Road.</p> <p>Review pedestrian crossing provision on Norwich Road</p> <p>Ensure dropped kerb provision at every junction & crossing point</p> <p>Reduce foliage/growth blocking path</p>
Money Bank / Quaker Lane / Meadowgate (Meadowgate Academy)	<p>Explore options for path widening on Money Bank</p> <p>Review potential for on road advisory cycle lanes on Money Bank</p> <p>Ensure provision of dropped kerbs at every junction & crossing point.</p> <p>Reduce vegetation overhanging footpath</p>
Lynn Road	<p>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.</p> <p>Reduce vegetation overhanging footpath</p>

WISBECH	
Location	Recommendation
	<p>Ensure dropped kerb provision at every junction and crossing point.</p> <p>Review crossing provision or requirement for additional refuge islands.</p>
Cromwell Road	<p>Widen shared use path using existing verges</p> <p>Install missing section of path between Lidl and Tesco/Cinema.</p> <p>Install missing path from South Brink junction to bus stop (Malt Drive) and across to KFC.</p> <p>Improve shared use path signage</p> <p>Review crossing provision</p> <p>Explore options to provide of refuge island at Salters Way or to aid crossing.</p> <p>Ensure dropped kerb provision at every junction.</p>

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

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

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

Funding and Scheme Delivery

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

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

Scoping and feasibility → Design work (Prelim, Draft, Detailed) → Construction

For other work such as engagement, community and education projects, initial and ongoing funding is also required. This is expected to be achieved through a number of routes including but not limited to:

- Capability Funding – this is administered by the DfT and replaces the LSTF and Active Travel Fund

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

Delivering the Strategy and Measuring Progress.

To maintain momentum and ensure this strategy continues to focus on developing a connected walking and cycling network in Fenland, detailed targets and measurables have been developed. These include:

Place
<ul style="list-style-type: none"> • 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
<ul style="list-style-type: none"> • 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 mobility e.g. Whittlesey Heritage Walk.
- Engage with partner organisations to support mobility projects. Highlight and promote good examples
- Continue engagement with members of the public and stakeholders regarding walking, cycling and mobility aids use in Fenland. Ongoing opportunity for public focused support and responses,
- Review and update recommended walking, cycling and mobility improvement schemes to ensure these best reflect the needs of users and available opportunities.
- Demonstrate progress and publish updates to the Fenland Cycling, Walking and Mobility Improvement Strategy.

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

Strategy Review

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

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

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

APPENDIX 1 – RELATED STRATEGIES

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

Strategy / Plan	Overview	Key Points
Strategy level: National		
Local Transport Note – LTN 1/20 Cycle infrastructure Design Published 2020 Strategy level: National	<p>This LTN provides guidance to local authorities on delivering high quality, cycle infrastructure including:</p> <ul style="list-style-type: none"> • planning for cycling • space for cycling within highways • transitions between carriageways, cycle lanes and cycle tracks • junctions and crossings • cycle parking and other equipment • planning and designing for commercial cycling • traffic signs and road markings • construction and maintenance 	<p>This document sets out a comprehensive national standard for design of cycle infrastructure.</p> <p>There are 5 core principles for routes and networks:</p> <ul style="list-style-type: none"> • Coherent • Direct • Safe • Comfortable • Attractive
Cambridgeshire and Peterborough Local Transport Plan (LTP) Published 2020 Strategy level: Local	<p>The LTP sets an overall strategy of investing in world-class walking and cycling facilities which will create sustainable travel opportunities, reduce traffic flows and improve air quality through encouraging people to walk or cycle rather than drive for shorter journeys. It also states the need to ensure that walking and cycling, already popular transport modes within certain areas of the Combined Authority such as Cambridge, become more widespread across the region.</p> <p>The LTP will be supported by Local Walking and Cycling Infrastructure Plans to ensure that cycling and walking infrastructure investment is based on evidence and prioritised for greatest impact</p>	<p>Included in the Local Transport Plan are the objectives to:</p> <ul style="list-style-type: none"> • Promote social inclusion through the provision of a sustainable transport network that is affordable and accessible for all • Provide ‘healthy streets’ and high-quality public realm that puts people first and promotes active lifestyles • The document also includes policies for walking and cycling which aim to: • Support an increased number of walking trips by establishing safe, interconnected pedestrian connections between key destinations across our cities and towns • Increase the number of cycling trips through establishing safe and interconnected cycling links across the region’s cities, towns and settlements
Cambridgeshire Local Cycling Walking	Linked to Gear Change and LTN 1/20 this strategy aims to develop plans for local walking and cycling	This strategy should make the case for investment in local walking and cycling infrastructure

Strategy / Plan	Overview	Key Points
Investment Plan Published 2021 Strategy level: Local	investment for the long term, ideally at least a 10 year period.	
CCC Transport Investment Plan Published – Yearly updates Strategy level: Local	<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>	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.
Fenland Local Plan (adopted) Published 2014 Strategy level: Local	<p>The Fenland Local Plan sets out the policies and broad locations for growth and regeneration in Fenland over a 20 year period.</p> <p>The plan sets out a vision for Fenland to grow by 11,000 new homes between 2011 and 2031. The vision includes plans for increased employment opportunities and a bolstered tourism economy with businesses encouraged to expand. Growth in homes and jobs to be closely linked to each other with infrastructure such as schools, roads, health facilities and open space provision planned and provided at the same time as the new buildings.</p>	<p>Key policies within the Fenland Local Plan relating to walking and cycling are:</p> <p>Policy LP2 – Facilitating Health and Wellbeing of Fenland Residents which includes</p> <ul style="list-style-type: none"> • Creating opportunities for employment in accessible locations • Promoting and facilitating healthy lifestyles • Providing and maintaining effective, sustainable and safe transport networks <p>Policy LP15 – Facilitating the Creation of a More Sustainable Transport Network in Fenland.</p> <ul style="list-style-type: none"> • Deliver an integrated approach to transport that is sustainable and facilitates growth.

Strategy / Plan	Overview	Key Points
		<ul style="list-style-type: none"> Improves accessibility for everyone by all modes of travel. Reduce the distances needed to travel and increase the options available to undertake journeys. Deliver robust networks and facilities for walking and cycling. Prioritise schemes which complete gaps in the network, especially those that will encourage more local walking and cycling journeys.
<p>Market Town Transport Strategies (MTTS)</p> <p>Published: Chatteris (2010) March (2013) Whittlesey (2012) Wisbech (2014)</p> <p>Fenland Transport Strategy development – in progress.</p> <p>Strategy level: Local</p>	<p>The County Council produced area specific transport strategies for all of the market towns in Cambridgeshire. Each MTTS sets out a five year programme of transport improvements that support the Local Transport Plan objectives and contribute towards the prosperity and wellbeing of each town. Each MTTS was written in partnership with the District Councils.</p> <p>The MTTS are gradually being replaced with district wide transport strategies that cover both the market towns and rural areas in each of the five Cambridgeshire Districts.</p>	<p>These strategies include programmes of walking and cycling projects that aim to address issues on the network and create more integrated networks.</p> <p>Any schemes set out in these strategies are typically listed in the CCC Transport Investment Plan as projects to be funded in the near future.</p>
<p>March Area Transport Study (MATS)</p> <p>Published 2013 and 2020</p> <p>Strategy level: Local</p>	<p>Work has been conducted through this study to identify highway improvements to make travel easier in March by all transport modes. It has looked at addressing existing traffic flow problems and has developed options to allow for future growth in the area in line with the Fenland Local Plan.</p> <p>A number of the smaller schemes identified through this work have now been completed such as two</p>	<p>The MATS work included a Pedestrian, Signage and Cycling Strategy for March (April 2020).⁵</p> <p>This strategy has 3 area:</p> <ul style="list-style-type: none"> Walking and cycling audits Safe routes to school audits Pedestrian and cycle signing audits <p>These audits identified a range of interventions to improve walking, cycling and wayfinding. These have</p>

⁵ [March Area Transport Study - Pedestrian, Signage and Cycling Strategy \(cambridgeshire.gov.uk\)](https://www.cambridgeshire.gov.uk/mats/)

Strategy / Plan	Overview	Key Points
	new zebra crossings and installation of missing footpaths.	been included in the recommendations set out within strategy.
<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"> • which meets the needs of the whole community for safe sustainable local transport, • which improves public health, • enhances biodiversity, • increases recreational opportunities and • contributes to the rural economy'.
<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 – TARGETS AND MEASURABLES

Policy What do we want to achieve?	Action What will we do?	Targets & Measurements How will we do this & how will we measure progress?	Delivery Date for expected completion
<p>Objective:</p> <p>Place – create the best conditions and infrastructure for walking, cycling and mobility aid across Fenland particularly for access to places of education and employment.</p>			
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.	Develop an up-to-date and supported strategy for walking, cycling and mobility aid users	<ul style="list-style-type: none"> Final Strategy adopted by FDC Cabinet Annual review of strategy & schemes Continued public & stakeholder engagement 	Quick Win - Completion by March 2022
	Influence the emerging Fenland Local Plan to ensure walking and cycling are at the centre of new developments	<ul style="list-style-type: none"> Highlight and share the adopted Fenland Cycling, Walking and Mobility Improvement Strategy with Planning Policy colleagues developing the Fenland Local Plan. Review draft contents of Fenland Local Plan to ensure synergy with the Fenland Cycling, Walking and Mobility Improvement Strategy. The Fenland Cycling, Walking and Mobility Improvement Strategy to be referenced in the Fenland Local Plan. The emerging Fenland Local Plan is expected to be finalised & adopted by FDC by 2023 	Short Term - by 2023
Develop - walking and cycling exemplar infrastructure within our Market Towns.	Identify gaps in the existing network & improvement requirements for existing routes.	<ul style="list-style-type: none"> Undertake route audits & review existing schemes Undertake public & stakeholder engagement to identify network requirements and preferred interventions. By online survey, engagement at events (in partnership with the Hereward Community Rail Partnership) and contact with key individuals and groups. Complete 5 route/scheme reviews per annum Achieve 100 no. survey responses per annum. 	QW – by Autumn 2022

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

Policy What do we want to achieve?	Action What will we do?	Targets & Measurements How will we do this & how will we measure progress?	Delivery Date for expected completion
relating to walking and cycling routes and access to places of education and employment	enhanced provision where possible.	<ul style="list-style-type: none"> Provide a minimum of 5 consultee responses to planning applications per annum. Share funding & grant opportunities with 10 recipients per annum (when available) 	
	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"> Incorporate strategy review to the Transport and Access Group (TAG) remit. Add Fenland Cycling, Walking and Mobility Improvement Strategy monitoring to TAG Action Plan & Agenda. Submit review amendments to the strategy to FDC Cabinet for approval. Review progress against target delivery quarterly. Review strategy and scheme content annually. Publish strategy report via TAG webpage annually & submit to FDC Cabinet. 	Quick win Ongoing - quarterly
<p>Objective:</p> <p>People – ensure everyone has access to good quality routes, giving them confidence to make walking and cycling their first choice for local journeys.</p>			
Enable – Walking and Cycling with safety and confidence for people of all ages	Identify, cost and deliver education and training projects to improve walking, cycling and mobility confidence. Include opportunities for multi modal journey involving bus and rail travel to enable a wider reach using sustainable travel methods.	<ul style="list-style-type: none"> Secure funding to enable schools to roll out cycling proficiency training across Fenland. <p>Delivery of the following TAG projects:</p> <ul style="list-style-type: none"> Work with the TAG to develop the Transport Champion programme Secure funding, recruit and train Transport Champions for each town. Work up and cost the Travel Buddy programme. Secure funding, recruit and train Travel Buddies for each town. Enable/Support 12 schools to deliver cycle training by 2027 Recruit 16 volunteer Transport Champions by 2027 Establish Travel Buddy programme by 2027 	Short Term - by 2027

Policy What do we want to achieve?	Action What will we do?	Targets & Measurements How will we do this & how will we measure progress?	Delivery Date for expected completion
	Identify, promote and deliver schemes to support access to essential walking, cycling and mobility equipment such as bicycles, safety wear and mobility aids.	<ul style="list-style-type: none"> Set out proposals and secure funding for equipment grant schemes Deliver grant scheme project by 2030 	Medium Term - 2025 to 2030
	Identify safety and security matters such as theft, antisocial behaviour and crime and direct these to the relevant authority. Highlight and promote infrastructure and route improvements to reduce issues and improve safety such as lighting provision and secure cycle parking.	<ul style="list-style-type: none"> Promote highways reporting tool. Work with key partners to deliver community projects Include safety and security improvements in scheme recommendations Include details in annual strategy report 	Ongoing
	Engage with young people to promote walking, cycling and multi modal journeys.	<ul style="list-style-type: none"> Secure funding for uniformed organisations such as Scouts to complete badges linked to travel and community impact. Facilitate multi-mode travel workshops, including bus and rail, with schools and youth groups. Engage projects in partnership with the TAG and the Hereward Community Rail Partnership. Deliver 5 workshops and 20 badge awards by 2027. 	Short Term

Policy What do we want to achieve?	Action What will we do?	Targets & Measurements How will we do this & how will we measure progress?	Delivery Date for expected completion
Facilitate opportunities to travel and demonstrate making local walking and cycling journeys	Facilitate integrated transport journeys especially to railway and bus stations.	Work the Hereward CRP, Fenland TAG and transport providers to identify and promote integrated journeys. Support the development of the TAG Travel Buddies project aimed at improving confidence and enabling independent, multi modal journeys. Promote walking and cycling routes and journeys on social media. Promote 5 integrate routes per annum Once launched, facilitate 5 supported travel journeys per annum through the TAG Travel Buddies programme.	Ongoing
Encourage mobility and walking and cycling as a first choice for local journeys.	Highlight and promote walking and cycling as a greener, healthier modes of travel.	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.
	Engage with disability groups to explore options to encourage mobility and travel.	Liaise with Age UK and healthcare providers to discuss options and opportunities specifically related to improving provision for mobility aid users. Include details in annual strategy review	Ongoing
Objective: Promotion – demonstrate opportunities for access and mobility demonstrating freedom through local travel			
Communication through a range of mediums and media to promote routes and	Promote routes and opportunities for walking and cycling locally. Provide route information and wayfinding tools to enable more journeys on foot, by bicycle or using mobility aids.	Source funding for the production of walking and cycling maps for each Fenland town. Undertake regular review and update of existing maps. Develop an annual communications programme for walking and cycling. Promote 5 routes per annum on social media. Deliver walking & cycling maps for each Fenland town by 2027.	Ongoing Short Term - 2027

Policy What do we want to achieve?	Action What will we do?	Targets & Measurements How will we do this & how will we measure progress?	Delivery Date for expected completion
opportunities for local travel.	Identify and promote walking and cycling multi-modal journeys for special events and festivals.	Work in partnership with event organisers to promote journey options and deliver travel surveys to identify mode choices. Use social media to promote local events and relevant methods of travel. Enable/deliver travel surveys at 5 local events per annum. Publish travel choice data from surveys annually	Ongoing
Commission and deliver exemplar mobility projects and good practice examples	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
	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
Evaluate cycling, walking & mobility aid requirements across Fenland and evidence progress against strategy targets.	Continue engagement with members of the public and stakeholders regarding walking, cycling and mobility aids use in Fenland. Ongoing opportunity for public focused support and responses,	Provide and promote regular opportunities to submit views and observations relating to walking, cycling and mobility. Complete annual online survey & publish results.	Ongoing
	Review and update recommended walking, cycling and mobility improvement schemes to ensure these best	Delivery of route review audits. Complete annual review of 5 walking & cycling routes.	Ongoing

Policy What do we want to achieve?	Action What will we do?	Targets & Measurements How will we do this & how will we measure progress?	Delivery Date for expected completion
	reflect the needs of users and available opportunities.		
	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