

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>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>

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<p>Published 2021</p> <p>Strategy level: National</p>		
<p>Local Transport Note – LTN 1/20 Cycle infrastructure Design</p> <p>Published 2020</p> <p>Strategy level: National</p>	<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
<p>Cambridgeshire and Peterborough Local Transport Plan (LTP)</p> <p>Published 2020</p> <p>Strategy level: Local</p>	<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
<p>Cambridgeshire</p>	<p>Linked to Gear Change and LTN 1/20 this strategy aims to develop</p>	<p>This strategy should make the case for investment in local walking and cycling</p>

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<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"> • 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.

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	<p>current Fenland Local Plan, published in 2014. Detail regarding the new plan can be found here: Emerging Local Plan - Fenland District Council</p>	<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:</p> <p>Chatteris (2010)</p> <p>March (2013)</p> <p>Whittlesey (2012)</p> <p>Wisbech (2014)</p> <p>Fenland Transport Strategy development– in progress.</p> <p>Strategy level: Local</p>	<p>The County Council produced area specific transport strategies for all of the market towns in Cambridgeshire. Each MTTS sets out a five year programme of transport improvements that support the Local Transport Plan objectives and contribute towards the prosperity and wellbeing of each town. Each MTTS was written in partnership with the District Councils.</p> <p>The MTTS are gradually being replaced with district wide transport strategies that cover both the market towns and rural areas in each of the five Cambridgeshire Districts.</p>	<p>These strategies include programmes of walking and cycling projects that aim to address issues on the network and create more integrated networks.</p> <p>Any schemes set out in these strategies are typically listed in the CCC Transport Investment Plan as projects to be funded in the near future.</p>
<p>March Area Transport Study (MATS)</p>	<p>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>	<p>The MATS work included a Pedestrian, Signage and Cycling Strategy for March (April 2020).¹</p> <p>This strategy has 3 area:</p>

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

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<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"> • 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 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"> • 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>

