

## **Appendix A: Proposed joint response by South Cambridgeshire District Council and Cambridge City Council Councils to Cambridgeshire County Council on the Local Cycling and Walking Infrastructure Plan (LCWIP)**

The Councils support the principle and purpose of the LCWIP, intended as it is to improve cycling and walking across the County over the next 10 years.

The Councils urge the County Council to give careful attention to the many detailed comments being made on the draft LCWIP by the public, cycling and walking organisations, parish councils, residents' associations and developers.

The LCWIP should state as a matter of principle that it will have careful regard to, and seek to enable the implementation of, development proposals included in adopted plans (including Local Plans, Area Action Plans and Neighbourhood Plans).

The Councils urge the County Council to engage the public, cycling and walking organisations, parish councils, residents' associations and developers through the route options and detailed design process.

The Councils support that the design of new cycle routes will have regard to current guidance, especially the Department for Transport's LTN 1/20 Cycle Infrastructure Design (DfT) and 'Gear Change' document (2020) as well as considering the Sustrans Handbook for Cycle Friendly Design and LTN 1/12 Shared Use Routes for Pedestrians and Cyclists.

The Councils have the following comments on the detail contained in the LCWIP, ordered by section of the document:

### **Main Report**

The Councils are concerned that the methodology used in the LCWIP, which relies on outdated Census 2011 data and propensity to cycle using 2km as a benchmark, has resulted in a Cambridge centric focus. This fails to consider the greater take up of cycling and use of electric cycles which increase the distances people cycle. The outcomes do not reflect local strategies and aspirations which seek to improve the village to village connectivity in the rural area and first and last mile trips, including to travel hubs and local bus stops and/or connectivity into planned routes such as GCP Greenways.

Minor point of clarification (pg7) - "Traffic congestion is already a problem and a significant increase in the level of walking and cycling is needed to mitigate this growth and meet the target of a reduction in traffic levels of 10-15% (based on 2011 figures) in the Greater Cambridge area." The report should clarify where the 10-15% target has come from.

Typo on page 14 - "In order to future proof our analysis we also factored in future growth (as set out in fig. 1)..." – should refer to Fig 3.

Figure 15 Making Spaces for People Area – remove references to SPD from the labels in the key as follows:

- 'SPD Area Boundary' should refer to 'Making Space for People Project Area Boundary'
- 'SPD Site Area Boundary' should refer to 'Making Space for People Site Area Boundary'

#### **Appendix 1 - Cambridge Cycle routes map**

- Greenway - shows routes into North East Cambridge (NEC) via Jane Coston Bridge and Milton junction but not into the north east corner of NEC as being considered through the NEC AAP – this route has been under discussion with GCP for delivery in the longer term.

#### **Appendix 1 - South Cambridgeshire cycle routes north map**

- Appears to be a missing a short link from Longstanton to the funded route to Bar Hill
- Does the LCWIP route from Bar Hill link to A14 route? – does not appear to on this map, but a link is shown on west map.
- Amend label for Land Beach to read 'Landbeach'

#### **Appendix 1 - South Cambridgeshire cycle routes west map**

- One of the LCWIP route options is shown to cross the site of Bourn Airfield New Village. The Council should be consulted on any detailed alignment.

#### **Appendix 4 - Cambridge walking map**

- The routes shown do not extend out to NW Cambs, or beyond CBC towards Shelford, there is limited provision to serve area near Newmarket Rd/North of Cherry Hinton etc. These include areas with new and/or permitted development. There appears to be an anomaly considering the report outlined that planned development has been taken into consideration.