

Draft Active Travel Strategy Scope

Purpose

The purpose of the strategy is to set the Combined Authority's policy on active travel. The strategy will cover both Cambridgeshire and Peterborough areas and provide a high-level view across the whole region including urban, semi-urban and rural areas. Our target is for least half of all journeys in our towns and cities to be walked, wheeled, or cycled by 2030. The Active Travel Strategy will outline how we intend to achieve this.

Background

The Cambridgeshire and Peterborough Combined Authority (CPCA) area covers a diverse region. It is made up of cities (Cambridge, Peterborough, and Ely), market towns and large rural areas of open countryside which are interspersed with small villages. Each part of the area has its own unique characteristics which result in different opportunities and challenges across the region.

In March 2022, Cambridgeshire County Council had their [Active Travel Strategy](#) approved at their Highways and Transport Committee. Cambridgeshire's Active Travel Strategy provides a comprehensive set of policies that enable quality provision of active travel infrastructure and initiatives in Cambridgeshire. These contribute to the County Council's target to achieve net zero carbon by 2045. This will be achieved by enabling and encouraging more people to travel by active travel modes, the number of journeys made by car to be reduced.

District Authorities also have strategies that refer too or are focused specifically on active travel: Cambridge City Council's [Climate Change Strategy](#), East Cambridgeshire District Council's [Cycling and Walking Routes Strategy](#), [Fenland District Council's Walking, Cycling and Mobility Aid Strategy](#), [Huntingdonshire District Council's Climate Strategy](#), South Cambridgeshire District Council's [Zero Carbon Strategy](#).

The Combined Authority is the Local Transport Authority and approved their Local Transport Connectivity Plan (LTCP) in November 2023. This sets out our priorities for all transport in the region including active travel. The LTCP states that we *'will deliver a clear package of policies, investments, and interventions aimed at ensuring that government's commitments within Gear Change are achieved. This includes a target that by 2030 at least half of all journeys in our towns and cities are walked, wheeled, or cycled. We will prioritise active travel whilst improving accessibility and connectivity for non-motorised transport where appropriate.'*

In October 2023, the Active Travel Specialist Advisory Board (SAB) was created to ensure a real impact is made in active travel across Cambridgeshire and Peterborough. It brings together key stakeholders in the region, including representatives from the Highway Authorities (Cambridgeshire County Council (CCC) and Peterborough City Council (PCC)), campaign groups, Public Health, and Greater Cambridge Partnership (GCP). The Board's role is to aid the Combined Authority in achieving their active travel objectives, to share the voice of the communities that the Combined Authority represent, and provide technical advice.

Active travel infrastructure is being delivered by several stakeholders within the region, these include CCC, PCC, District Councils and GCP. Within the Combined Authority region CCC and PCC are the

Highway Authorities, and the Districts Councils are the Planning Authorities. The GCP are the local delivery body of the Greater Cambridge City Deal with Central Government.

In August 2024, an Active Travel Design Review Panel (DRP) was created to assess and improve the quality of design outcomes for infrastructure schemes predominantly funded by Active Travel England and the Combined Authority.

The Combined Authority has allocated funding for the development of LTCP sub strategies (child documents), which include the Active Travel Strategy, a Micromobility Strategy, and a Road Safety Strategy. It is proposed that these strategies work closely together to ensure integration and continue the golden thread sown within the LTCP. It is also noted that Greater Cambridge Partnership are also developing the Greater Cambridge Transport Strategy which will consider all modes including active travel.

Areas of Focus

Active Travel refers to journeys made by modes of transport that are people-powered, irrespective of the purpose of the journey. The term active travel can be broken down into walking, wheeling, and cycling.

Walking refers to the action of moving as a pedestrian.

Wheeling includes wheelchairs, mobility scooters, walking frames, prams, buggies, roller blades or skates. Wheeling is a term that people with a disability may identify with.

Cycling refers to pedalling (with hands or feet) a bike that can have two or more wheels. It includes bicycles, tricycles, handcycles, recumbent tricycles, bikes with trailers, e-bikes, cargo bikes, go-karts, tandems, cycle for two bikes and other adapted bikes.

Equestrian's needs should be considered within this strategy to ensure we are improving accessibility and connectivity for non-motorised transport where appropriate.

eScooters are not within the scope of this strategy as they are considered in the Combined Authority's sister document: Micromobility Strategy. E-bikes will also be covered within the Micromobility Strategy but will also be reference within this document when referring to bikes.

The strategy should:

- Build upon CCC's Active Travel Strategy and incorporate PCC's views to produce a high-level strategy that fits the whole regions requirements.
- Cover urban, semi-urban and rural areas of the CPCA's region.
- Further develop the ambitions for active travel within the region and how they are going to be met.
- Outline the benefits of active travel on the individuals, businesses, the environment and wider region.
- Review the national guidance and legislation (Gear Change, LTN 1/20, Rural guidance etc) and provide a high-level analysis of how they can be applied to our region.
- Make reference to how active travel schemes are reviewed using guidance from the Design Review Panel
- Explore active travel through the four criteria laid out in CCC's Active Travel Strategy:

- Embrace
- Enhance
- Expand
- Encourage
- Consider active travel from both an infrastructure perspective and a behavioural change perspective.
- Ensure active travel modes are at the top of the transport hierarchy and prioritised accordingly, with walking and wheeling considered first, followed by cycling, then the remainder of the modes, as per the Transport Hierarchy diagram.
- Work out how modal shift will be achieved and what will deliver the most impact towards the key objectives.
- Consider accessibility for all within the whole of the strategy.
- Review and develop the active travel network as a whole, across the region and into neighbouring authorities.
- First and last mile considered along with links to travel hubs, railway stations, busways and existing active travel routes.
- Refer to Local Planning Authorities and developers to ensure active travel is considered and implemented during the creation of new houses and businesses.
- Layout how we are going to monitor and evaluate active travel initiatives.
- Consider funding opportunities.
- Provide a high-level implementation plan over the next three years, including how an action meets the objectives, timings and level of influence the Combined Authority has over outcome.

Key Stakeholders

- Cambridgeshire County Council
- Peterborough City Council
- Cambridge City Council
- South Cambridgeshire District Council
- Huntingdonshire District Council
- Fenland District Council
- East Cambridgeshire District Council
- Active travel campaign groups
- Sustrans
- Groups representing people with disabilities.
- Equestrian Group
- Active Travel Specialist Advisory Board
- England's Economic Heartland
- Greater Cambridgeshire Partnership
- Cambridge Shared Planning
- Neighbouring authorities

Programme

The below table lays out the draft programme:

Milestone	Date
Scoping document completed	June 2024
Scoping document taken to TIC	Sept 2024
Appoint CCC to write or contractor	Summer 2024
Start writing the strategy	Early Autumn 2024
First draft strategy ready for 1 st review	Winter 2024/25
Share with Specialist Advisory Board for first comments	March 2025
Update strategy and get draft ready for TIC and public engagement	April 2025
Write public engagement consultation	Spring 2025
Take draft to TIC	May 2025
Undertake a public engagement – 6 weeks	June 2025
Take final plan to TIC	Autumn 2025

Delivery

Key Deliverables are:

- An Active Travel Strategy that has been agreed by stakeholders and shows a clear plan for the future
- Implementation Plan linking to LCWIP and Road Safety Strategy
- A mapped network that covers the whole of the region and into neighbouring authorities including first and last mile links to travel hubs, railway stations and busways.
- Public engagement on draft strategy (this will be undertaken by CPCA but need input into development / questions and building responses into strategy)
- Engagement with key stakeholders
- EQIA completed on the strategy