



Ref: 03/20

Purpose: For De

Delegated decision report

DECISION UNDER DELEGATED POWERS

DECISION CANNOT BE TAKEN BEFORE 22 APRIL 2020

Title **LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN**

Report of **CABINET MEMBER FOR INFRASTRUCTURE AND TRANSPORT**

EXECUTIVE SUMMARY

1. The purpose of this report is to seek member approval of the council's Local Cycling and Walking Plan (LCWIP) attached to this report at Appendix 1.

BACKGROUND

2. The Department for Transport (DfT) national *Cycling and Walking Investment Strategy* (CWIS), launched in April 2017, aims to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey. The strategy aims to double cycling levels by 2025, increase walking activity, reduce the rate of cyclists killed or seriously injured (KSI), and increase the percentage of school children walking to school.
3. Through the CWIS, local authorities were encouraged by DfT to prepare Local Cycling and Walking Infrastructure Plans (LCWIPs) in order to take a more strategic approach to planning walking and cycling networks and funding to support local authorities was made available.
4. The Isle of Wight Council (IWC) submitted an application and was successful in being awarded support from external consultants to help produce the plan. This support was granted on the basis of the islands successful track record in delivering DfT capital and revenue programmes and was only offered to a small number of local authorities.
5. It should be noted that it is likely that local authorities who have approved LCWIP's in place will have an improved chance of securing future DfT infrastructure funding.
6. The council's LCWIP has been developed in accordance with DfT Guidance, which set out clearly the steps the local authority should take in developing such a plan.

7. The production of the LCWIP has been focused on taking a pro-active approach to supporting the council's work to introduce and improve modes of sustainable transport.
8. As the plan and specific projects have developed through the DfT delivery model it has become clear that the Isle of Wight has the potential to be recognised further for its work in delivering innovation around sustainable transport options. The LCWIP provides an opportunity for the Island to work closely with the DfT and local stakeholders on securing external funding for and delivering schemes outlined in the LCWIP.
9. The stages of developing the LCWIP are as follows:

Stage 1 – Determining Scope

Key tasks are to determine the geographical scope, delivery model, governance arrangements, stakeholder engagement approach and timescales.

Stage 2 – Gathering Information

This stage involves reviewing policy and strategy, collating information and data on the existing walking and cycling network and trips, perceptions of existing facilities, and identifying trip generators (existing and planned). This includes some use of the Propensity to Cycle Tool (PCT).

Stage 3 – Network Planning for Cycling

This stage involves mapping trip origin and destination points, identifying desire lines, classification of desire lines, establishing network density, applying the Route Selection Tool processes, and establishing cycling infrastructure improvements.

Stage 4 – Network Planning for Walking

This stage involves mapping key walking trip generators, identifying Core Walking Zones, identifying Core Walking Routes, identifying barriers and funnel routes, auditing these routes / zones, and establishing walking infrastructure improvements.

Stage 5- Prioritising Improvements

This stage involves developing timescales for delivery over short, medium and long-term scales, as well as high level appraisal, costing, and prioritising improvements considering effectiveness, cost and deliverability.

Stage 6 – Integration and Application

This is the final stage, involving signoff of the document as well as integration within policies, application for funding bids, and regular updating of the document.

10. The methodology used above brought together council services, external community stakeholders existing policy and plans associated with cycle and walking, stakeholder input and local intelligence.

STRATEGIC CONTEXT

11. The LCWIP supports a number of activities set out with the corporate plan. LCWIP supports the delivery of the Island Regeneration and Public Health Strategies, and the delivery of sustainable travel and climate change initiatives. In addition, the LCWIP will underpin and support the authority's application to the DfT to regenerate Ryde Transport Hub through the Transforming Cities programme.
12. Design of public realm and transport infrastructure has a key role to play in regeneration and place shaping is a key element of the council's regeneration strategy.
13. The potential for investment in cycling and walking also supports the delivery of public health outcomes in relation to creating greener and more active communities, improving resident and visitor health and well-being.

CONSULTATION

14. Four workshops were held in Newport and Ryde with agreed stakeholders representatives, one looking specifically at walking routes, and one at cycling routes.
15. Stakeholder groups involved in the consultation events included; The Ramblers, members of Cycle Forum, Island Roads, Town and Parish Councils, and Sustrans.
16. Ryde and Newport Regeneration groups were involved in the stakeholder workshops but also engaged in the consultation process during their separate meetings.
17. Consultation workshops focused on a number of key routes for each Town. Routes that focused on joining with Town Centre Central Walking Zones and key regeneration, economic, tourist and education zones.
18. Consultation groups reviewed and considered existing plans including, Rights of Way improvement plans, Cycle Forum Strategies, and emerging Regeneration Plans.
19. Routes used by pupils to travel to and from school/college were considered in the scoping of the plan. Some routes have been identified to help pupils move towards a more sustainable mode of transport to school. Schools in Ryde and Newport were consulted and where safe route to school travel plans identified
20. Routes identified were prioritised against a number of key criteria – scheme feasibility and design, road safety, accessibility and community benefit, value for money and potential to attract external funding (linking to existing regeneration plans).

21. In addition to the above, as individual schemes are developed and funded detailed consultation with stakeholders and the local community will be undertaken.

FINANCIAL / BUDGET IMPLICATIONS

22. The cost of developing the LCWIP has been funded from in-house staff time, and external consultancy time provided by a grant secured from the Department of Transport.
23. There are no further financial implications directly arising from this report. However, future phases of walking and cycling infrastructure proposals within or linking with the approved routes will need to be fully costed (revenue and capital) as and when finances become available.
24. The Government has just announced additional funding to support walking and cycling and these funding opportunities will be made clearer later this year. The development of an approved LCWIP will support the council's bids for DfT funding.

CARBON EMISSIONS

25. There are no direct implications on the authority's carbon management plan or carbon emissions, however, the improvement and introduction of new walking and cycling routes will be a key factor in encouraging people to travel more sustainably and therefore contributing to the aims within the Islands Climate and Environment Strategy which is currently being developed.
26. The council has declared a climate emergency and is currently developing a strategy and action plan to accompany the work that it is doing on this. Positive outcomes in relation to supporting walking and cycling are already being achieved through the council's DfT funded Transforming Travel programme which over the last two years has reduced carbon emissions by 1,130 tonnes, saved 502,000 car journeys, increased bus trips by 126,000 and walking trips by 387,000 (18/19 evaluation report).

LEGAL IMPLICATIONS

27. There are no legal implications associated with this report, however, there is a statutory and legal process to consult on the highway infrastructure improvements as and when they are identified, and finances become available.

EQUALITY AND DIVERSITY

28. The council as a public body is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

29. An Equality Impact Assessment (EIA) has been produced and has been attached to this report at Appendix 2. More detailed EIAs will be produced as and when walking and cycling route improvements come forward and further consultations have taken place.

OPTIONS

30. Option 1 - To approve the local authority LCWIP and to work with key local, regional and national stakeholders to seek funding to deliver infrastructure improvements.
31. Option 2 – Not to approve the local authority LCWIP.

RISK MANAGEMENT

32. Future funding from DfT for cycling and walking infrastructure will be linked to councils having cycling and walking infrastructure plans in place. Not approving the LCWIP would have a significant risk in not being able to secure future DfT highway infrastructure improvement funding (revenue or capital).
33. Each cycling and walking infrastructure project brought forward will be managed as a distinct project including project risk assessments and risk logs.

EVALUATION

34. The production of the LCWIP has been supported by the methodology set out by the DfT. The council will be part of the national review of this process next year.
35. Working with key stakeholders, a comprehensive review of routes was undertaken and then prioritised against several key criteria. Prioritised routes have been audited and usage reviewed.
36. Using DfT methodology officers will assess and develop further links with emerging planning and transport policy. There is potential to use this methodology on new geographical areas of the Island to improve and expand walking and cycling routes.

RECOMMENDATION

37. Option 1 - To approve the local authority LCWIP and to work with key local, regional and national stakeholders to seek funding to deliver infrastructure improvements.

APPENDICES ATTACHED

[Appendix 1](#) - Local Cycling and Walking Infrastructure Plan

[Appendix 2](#) - Equality Impact Assessment

BACKGROUND PAPERS

- Department of Transport LCWIP Technical Guidance
- Ryde Newport Route audit report summary
- Department of Transport Cycling and Walking Investment Strategy

Contact Point: Lee Matthews, Strategic Manager, Recreation & Open Spaces,
☎ 821000 e-mail lee.matthews@iow.gov.uk

COLIN ROWLAND
Director of Neighbourhoods

CLLR IAN WARD
Cabinet Member Infrastructure and Transport