

Report to: Transport Committee

Date: 11 January 2019

Subject: Local Cycling and Walking Infrastructure Plans (LCWIPs)

Director: Alan Reiss, Director of Policy, Strategy and Communications

Author(s): Ambrose White

Is this a key decision?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Is the decision eligible for call-in by Scrutiny?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Does the report contain confidential or exempt information or appendices?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
If relevant, state paragraph number of Schedule 12A, Local Government Act 1972, Part 1:	

1. Purpose of this report

- 1.1 To provide an update on the development of Local Cycling and Walking Infrastructure Plans (LCWIPs) and seek endorsement of a phased approach to development of these Plans.

2. Information

Background

- 2.1 In April 2017 the Government published the first ever statutory [Cycling and Walking Investment Strategy](#) (CWIS), accompanied by guidance on development of Local Cycling and Walking Infrastructure Plans (LCWIPs) which set out an evidence-led methodology for planning walking and cycling networks, and for prioritising investment to deliver these networks. The preparation of LCWIPs is not mandatory but authorities that have developed LCWIPs will be “well placed to make the case for future investment”¹

¹ LCWIP Technical Guidance document

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/607016/cycling-walking-infrastructure-technical-guidance.pdf

- 2.2 The methodology brings together evidence from predictive tools and data on propensity and usage, with stakeholder input providing local intelligence to identify the networks required.
- 2.3 Transport Committee approved expenditure on strategic cycle network and LCWIP development comprising:
- £100,000 from the LTP Integrated Transport programme in July 2017
 - £86,000 of Department for Transport (DfT) revenue grant funding in November 2017
- 2.4 Combining this funding has enabled the creation of a programme to develop LCWIPs for West Yorkshire, helping to deliver the policies and targets of the West Yorkshire Transport Strategy 2040, in particular:
- The targets to increase the number of trips made by bike and on foot by 2027, by 300% and 10% respectively.
 - Policies 11 and 28 to provide strategic and local networks of high quality walking and cycling routes, including on and off-road infrastructure to provide safer and better journeys for cyclists building on recent delivery
- 2.5 LCWIPs are being developed for each district area in West Yorkshire that will function as standalone Plans, to enable their adoption by individual partner councils. It is also proposed to combine the individual Plans, allowing a single West Yorkshire LCWIP to be created for use at a strategic level, for example linked to the West Yorkshire Transport Strategy 2040.
- 2.6 Partner councils play a leading role in development for their District area as owners of their individual Plans, with potential for adoption or integration into strategy and policy by each partner council. The Combined Authority is playing a role in co-ordinating development of LCWIPs across West Yorkshire, to ensure a consistent approach is taken and enable a single West Yorkshire LCWIP to be developed from individual Plans.
- 2.7 External consultancy support to the Combined Authority and partner councils has been commissioned from Steer consultants, supported by Living Streets (the national pedestrian charity) who are undertaking street audits to inform the walking network planning; and Mobycon (a Dutch mobility consultancy) who are delivering cycle network planning workshops and providing input into emerging cycle network maps and proposed improvements.

Progress to date

- 2.8 Progress on development has been reported to Transport Committee at their meetings in September and November 2018. These updates identified an issue around the geographic scope that can be covered within the current phase of work.

- 2.9 Work carried out to date has indicated that the development of a fully comprehensive Plan for each partner council area, which might cover the extent of each district area and the West Yorkshire region as a whole where every day walking and cycling journeys might be made, will involve a significant level of resource and time to deliver. The resources that are currently available will enable some, but not all, of this work to be undertaken. It is therefore anticipated that a comprehensive LCWIP to cover each local authority area will have to be delivered through several phases of work.
- 2.10 Development of LCWIPs in West Yorkshire forms part of a major programme of technical support for development of LCWIPs, with 43 other local authorities in England. This wider development programme will test the published guidance and identify improvements to the guidance document and LCWIP methodology. The Combined Authority will feed in learning and suggestions for improvement to DfT and partners within the national programme.
- 2.11 The current initial phase of work is planned to be completed by spring 2019 and will focus on specific geographic areas of focus within which key walking zones, routes and cycling network desire lines will be identified, and resulting schemes assessed as part of a prioritisation process.
- 2.12 To identify areas of focus for the walking and cycling networks as part of this initial phase of work, the following criteria were used:
- Levels of propensity to cycle as suggested by the tools available, including the DfT Propensity to Cycle Tool and Steer's own Cycling Potential Index;
 - Significant concentrations of destinations which create focal points for walking;
 - The extent and nature of cycle networks and walking improvements in terms of planning and/or delivery;
 - Planned housing and employment sites;
 - Levels of physical activity and health deprivation;
 - Opportunities to deliver improvements through existing funding programmes such as West Yorkshire-plus Transport Fund and Connecting Leeds.
- 2.13 Partner Councils led the work to identify the areas of focus with input from Steer. They used different tools to apply the criteria above for example, initial mapping of points of interest such as important buildings and amenities and an assessment of cycling potential and propensity to cycle alongside other factors such as strategic priorities and local policy drivers. The areas of focus identified respond to individual partner councils' circumstances. Taken together they provide a good balance of locations for assessment in the first phase of work, enabling useful learning to be gained for further development of LCWIPs in West Yorkshire as well as feeding back to national partners. Further details of the areas of focus and summary of the rationale for selection are included in an extract from a West Yorkshire Scoping Report, attached as Appendix 1.

- 2.14 Although the areas of focus identified for this initial phase of work have formed the basis for stakeholder engagement and network development, interactions between individual LCWIPs will be assessed as part of development of the West Yorkshire-wide LCWIP. This is programmed to take place once individual Plans have been developed in draft and will include consideration of links between three of the cycling areas of focus in south Bradford, south east Calderdale and Kirklees which are relatively closely located.
- 2.15 Local stakeholders play an important part in LCWIP development and stakeholder lists have been developed by partner councils relating to individual LCWIPs which differ to some extents between partner councils depending on their specific circumstances.
- 2.16 Stakeholders have been invited to walking- and cycling-specific events to gather local intelligence and knowledge, which is of particular importance considering some of the gaps in available data around non-commuting travel behaviour. These events took the form of:
- Interactive cycling network workshops led by Mobycon
 - Walking street audits led by Living Streets
- 2.17 Attendance was limited for both of these types of events, based on previous experience and what was practicable. Invitees included ward members and portfolio holders; representatives of user groups; local community groups and organisations; and local authority officers.
- 2.18 A wider group of stakeholders has been identified by each partner council to provide feedback on outputs developed as part of individual LCWIPs and further list of stakeholders to keep informed has also been developed. Some liaison and engagement is proposed to be undertaken at a West Yorkshire level rather than by individual partner councils – for example with bus operators.
- 2.19 As part of the next stage of work, input from stakeholders provided through the events will be used alongside data gathered by the consultants and work previously undertaken by partner councils, to identify improvements required to create walking and cycling networks within the areas of focus identified.
- 2.20 As finalised network maps and improvements for walking and cycling developed through this phase of work will be based on the identified areas of focus, it is proposed to undertake further phases of development work to assess other priority areas. These further phases of work could be undertaken in line with the work carried out to date, or alternative approaches could be taken depending on the level of resources available internally or externally, and the length of time that it might take to further develop the Plans. Lessons learned through this first phase of work will play an important part in determining a preferred approach to future phases of work. A second phase of work could commence in mid-2019 depending on funding.

- 2.21 Although further phases of work will need to be completed in order to develop the emerging LCWIPs to a suitable level of detail and coverage, emerging outputs from this initial phase of work will help inform forthcoming funding opportunities, and current investment programmes where possible. These outputs are expected to identify both smaller scale improvements suitable for more immediate funding opportunities and earlier delivery, as well as larger scale schemes for delivery in the longer term.
- 2.22 Endorsement is now sought from Transport Committee for the proposed approach to LCWIP development – that the current phase of work is treated as an initial phase of work, to be built on or replicated in further phases, and that further resources be identified to deliver these further phases of work. Any further funding requirement and approval for expenditure would be subject to the Combined Authority's Assurance Framework and approval by the relevant Committee, depending on the source of funding.
- 2.23 Following a suggestion made at a previous Transport Committee, an informal Members' Working Group on walking and cycling is being convened. It is proposed that this Working Group could play a role in overseeing the programme of LCWIP development across West Yorkshire including:
- reviewing progress on delivery of the current phase of work to commence development of LCWIPs with initial areas of focus identified
 - providing input into the approach to the further development of the current LCWIPs, including approaches to determining further areas of focus for assessment in future phases of work

3. Financial Implications

- 3.1 There are no financial implications directly arising from this report. However future phases of work will require resources to be identified, which could result in future approvals for expenditure to be sought.

4. Legal Implications

- 4.1 There are no legal implications directly arising from this report.

5. Staffing Implications

- 5.1 There are no staffing implications directly arising from this report.

6. External Consultees

- 6.1 Partner councils have provided input into the drafting of this report.

7. Recommendations

- 7.1 That Transport Committee endorse the proposed approach to LCWIP development, where the current phase of work is treated as an initial phase of work, to be built on or replicated in further phases, and that further resources be identified to deliver these further phases of work.

8. Background Documents

None.

9. Appendices

Appendix 1 – WEST YORKSHIRE LCWIP AREAS OF FOCUS - SUMMARY