

**Report to:** Transport Committee

**Date:** 5 July 2019

**Subject:** **Local Cycling And Walking Infrastructure Plans**

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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 the plan to engage with stakeholders on draft LCWIPs. LCWIPs contribute to the region's overall objectives by encouraging more people to walk and cycle, improving health and contributing to cleaner air and lower emissions.

## 2. Information

### Background

- 2.1 In January 2019, Transport Committee endorsed a phased approach to the development of LCWIPs in the region, which will help the Combined Authority and its partner councils prioritise future investment in walking and cycling infrastructure in West Yorkshire, enabling more people to walk and cycle for everyday journeys.
- 2.2 LCWIPs will help inform future investment in provision for cycling and walking, and forming part of a future connectivity pipeline across all modes of transport serving the Leeds City Region, as well as potentially helping to influence local

planning processes. Future investment in cycling and walking, informed by these LCWIPs, will build on the Combined Authority and its partner councils' delivery to date, and continue to deliver, in infrastructure provision and supporting behaviour change through the CityConnect programme and wider transport investment programmes in the region.

- 2.3 Investment in the cycling network in recent years through the Cycle City Ambition Grant (CCAG), accompanied by an extensive behaviour change programme, is already enabling more people to take up cycling and benefit from improved health through greater levels of physical activity.
- 2.4 Through the CCAG-funded CityConnect programme, we are delivering 39 kilometres of new joint use cycling and walking routes, and 28 kilometres of new cycling-specific routes, in partnership with our local authority and delivery partners, including the Leeds-Bradford Cycle Superhighway; canal towpath improvements across the region; the recently opened Canal Road Cycleway in Bradford; and the Scarborough Bridge improvement in York.
- 2.5 Where we have invested, we have seen increases in usage of these routes. A 26% increase has been recorded in people using the Cycle Superhighway between May and July 2018, compared to the same period in the previous year. Improvements to the Leeds-Liverpool Canal towpath lead to a 30% increase in use in these summer months in 2018 compared to 2016. Most recently, the £3 million improvements to create a fully accessible crossing as part of Scarborough Bridge in York has seen an extra 1,000 daily trips made by people on bike or on foot.
- 2.6 Between 2015 and 2020 we will have invested £60 million in cycling and walking infrastructure, and related behaviour change through the CityConnect programme. A further £12 million of Local Growth Fund is planned to be invested to deliver more cycling and walking schemes across the region, and business cases are being developed to secure this funding.
- 2.7 Investment in high quality routes also results in better perceptions of cycling and walking as ways of getting around. 61% of surveyed users of the Leeds-Bradford Cycle Superhighway say their confidence to cycle has increased as a result of the provision the superhighway now offers, with users citing being safe and segregated from traffic as the main reasons to use it. 30% of users of the Cycle Superhighway are new or returning to cycling and 81% use it between 3 or 5 days a week. Through increased physical activity, more people walking and cycling leads to health benefits not just in terms of physical health but also mental health. Our Cycling 4 Health pilot project, a cycle training course based on referrals from health services, led to over 50% of participants cycling more than once a week, and a third of participants feeling more confident and closer to people.

### **Progress to date**

- 2.8 Since reporting in January, the Combined Authority's consultant has completed work to develop draft phase 1 LCWIPs for each partner council, focussing on

specific geographic areas as part of an initial phase of development. These areas of focus for walking are: Keighley town centre (Bradford district), Halifax town centre and Park Ward (Calderdale district), Dewsbury town centre (Kirklees district), Harehills Corner (Leeds), and Wakefield city centre. For cycle network development they are: south Bradford, Brighouse (Calderdale district), east Huddersfield, north east Leeds, and Wakefield city north and south corridors. These individual phase 1 LCWIPs will be combined into a single Plan for West Yorkshire, which will be subject to further phases of development.

- 2.9 More details of the areas of focus for the initial phase of LCWIP development identified by each partner council were reported to Transport Committee in January 2019. The work to develop the draft phase 1 LCWIPs has followed a process based on the government's technical guidance and agreed by partner council representatives on the LCWIP Programme Board. A summary of this process is provided in Appendix A.
- 2.10 Work to develop the phase 1 LCWIPs including the Cycling and Walking Network Maps and Programmes of Improvements has been undertaken in conjunction with partner council officers. Further input from wider stakeholders to seek views on the proposals emerging from the development work is now required. This will include those stakeholders involved in the workshop and street audit events held in November and December 2018, including local ward members, community organisations, accessibility groups, user group representatives and local authority officers.
- 2.11 Approaches to local stakeholder engagement are being planned by each partner council in conjunction with Combined Authority officers, to fit with local circumstances and arrangements already in place. The Combined Authority can offer support for this engagement, for example using the Your Voice portal to host the draft plans and key documents for comment. This engagement process is expected to take place in summer 2019, depending on individual partner council circumstances (for example, scheduling around other planned engagements and consultation).
- 2.12 At a West Yorkshire level, initial engagement has taken place with bus operators through the West Yorkshire Bus Alliance. Informal discussion with relevant lead officers from neighbouring authorities has also taken place to provide an update on progress and understand the potential for any interactions between the LCWIPs in West Yorkshire and those being developed in neighbouring authorities.
- 2.13 West Yorkshire and partner council officers have also been involved in national liaison events organised by government to bring together authorities from around England currently developing LCWIPs, to share knowledge, learning, and potential solutions to challenges identified as part of the process of developing LCWIPs. This provides the opportunity to help shape further refinements of the technical guidance produced by government on developing LCWIPs.

- 2.14 The improvements identified through the development of draft phase 1 LCWIPs for each partner council have been considered as part of the process to develop the Transforming Cities Fund (TCF) Stage 2 bid, where the areas of focus identified for the initial phase of LCWIP development align with the TCF corridors identified in the Stage 1 bid submitted in 2018.
- 2.15 An informal Members' Working Group on walking and cycling has been convened and the first meeting was held in February 2019. A verbal update on this will be provided at the Committee meeting. A schedule of future meeting dates and forward plan is being developed, pending confirmation of group membership as a result of changes to membership of Transport Committee following local elections in May 2019. Members of the group will be included in the stakeholder engagement process for partner council phase 1 LCWIP for their district area.
- 2.16 Approaches to potential adoption and integration of the phase 1 LCWIPs, and further development of the draft LCWIPs in subsequent phases will be agreed with partner councils. The resources available, experience and lessons gained to date through the development of the phase 1 LCWIPs will inform the approach to further development. The current position of each Local Authority with respect to their own adopted strategies and Local Plan development will be taken into account in determining an appropriate approach to adoption. Views on different approaches will also be sought at the next meeting of the Members' Working Group.
- 2.17 Given that the areas of focus covered in the initial phase of LCWIP development have covered only part of each partner council area, the approach to further phases of LCWIP development will take into consideration the amount of geographic coverage provided across West Yorkshire by this initial phase of development. Interaction between routes across administrative boundaries (both within West Yorkshire and with neighbouring regions) will be also considered as part of these further phases of development.

### **Next Steps**

- 2.18 The draft LCWIPs to be the subject of stakeholder engagement will be circulated to members of Transport Committee for information. Stakeholder engagement on the draft phase 1 LCWIPs will now be undertaken, led by partner councils but based on a consistent approach to engagement, with additional support provided by the Combined Authority where required. Lists of stakeholders to be involved in the engagement process, building on those involved in the events held in 2018, are being developed by partner councils with input from the Combined Authority.
- 2.19 Costs associated with engagement are already included within the current budget for Strategic Cycle Network Development, funded through the Local Transport Plan Integrated Transport block programme (ITB) and Department for Transport (DfT) revenue funding secured for LCWIP development.

2.20 Following stakeholder engagement on the draft phase 1 LCWIPs, the plans will be updated to incorporate feedback received and be prepared for potential adoption based on the approach agreed with each partner council. A West Yorkshire-wide phase 1 LCWIP will be produced, combining the individual phase 1 LCWIPs, for potential endorsement by Transport Committee in November 2019 and subsequent adoption by the Combined Authority.

2.21 An approach will be agreed with partner councils to further development of the LCWIPs to provide wider geographic coverage across the region. Appropriate approaches to publication, adoption and integration of the draft phase 1 LCWIPs by each partner council and the Combined Authority will also be agreed with partners.

### **3. Financial Implications**

3.1 There are no financial implications directly arising from this report.

### **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 No external consultations have been undertaken.

### **7. Recommendations**

7.1 That the Committee notes the progress made on development of LCWIPs and the commencement of stakeholder engagement on the draft LCWIPs produced for each partner council.

### **8. Background Documents**

Item 8: Local Cycling and Walking Infrastructure Plans (LCWIPs): Report to West Yorkshire Combined Authority Transport Committee, 11 January 2019

### **9. Appendices**

**Appendix 1 – WEST YORKSHIRE LCWIP DEVELOPMENT PROCESS**