

**Report to:** West Yorkshire Combined Authority

**Date:** 21 May 2020

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

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

**Author(s):** Ambrose White, Policy Officer

Is this a key decision?	<input checked="" type="checkbox"/> Yes <input 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 seek Combined Authority approval to adopt phase one Local Cycling and Walking Infrastructure Plans (LCWIPs) produced for Bradford, Calderdale, Kirklees, Leeds and Wakefield as daughter documents of the West Yorkshire Transport Strategy 2040.

## 2. Information

### Background

- 2.1 During the current COVID-19 crisis, the importance of walking and cycling – supported by good infrastructure – has been brought to the fore. They are playing an increasing role in enabling travel of key workers and others, as an alternative to the car and to public transport services which are currently subject to capacity restrictions. As we exit lockdown and restrictions are lifted, it is expected that more people will choose to walk and cycle. These modes will also support a healthy and green recovery.

- 2.2 Following the publication of technical guidance by Government in 2017<sup>1</sup>, Local Cycling and Walking Infrastructure Plans (LCWIPs) are being developed for West Yorkshire to help the Combined Authority and its partner councils prioritise future investment in walking and cycling infrastructure.
- 2.3 LCWIPs can play a role in recovery from the COVID-19 crisis. The proposals identified through the work to date offer potential for consideration as shorter term trial interventions as well as guiding future investment.
- 2.4 As part of the longer term recovery, investment informed by these LCWIPs will enable more people to walk and cycle for short everyday journeys, and help deliver the policies and targets of the West Yorkshire Transport Strategy 2040, in particular to increase the number of trips made on foot by 10% and by bike by 300% by 2027. Walking and cycling provide an alternative to more carbon intensive modes of transport for shorter journeys, offering potential to reduce carbon emissions and contribute to the target to become a net zero carbon city region by 2038.
- 2.5 As part of its devolution deal with government, the Combined Authority has committed to prioritise investment in cycling and walking networks identified through LCWIPs and partner council's own cycling and walking strategies. The proposals identified through LCWIPs will therefore be integrated with work to develop a connectivity investment pipeline for West Yorkshire for all modes of transport, as well as potentially helping to influence local planning processes.
- 2.6 Investment guided by the LCWIPs will build on the Combined Authority and partner councils' delivery to date of infrastructure and supporting behaviour change, through the CityConnect programme and other transport investment programmes.
- 2.7 LCWIPs are being developed on a phased approach for each partner council area in West Yorkshire that will be able to function as standalone plans, enabling potential future adoption by individual partner councils if deemed appropriate.

### **Progress to date**

- 2.8 Transport Committee has overseen the technical work to develop the LCWIPs. Given the expected amount of resource required to develop a comprehensive plan for cycling and walking in each partner council area, Transport Committee endorsed a phased approach to developing LCWIPs in West Yorkshire. The first phase of work has concluded, identifying potential walking and cycling networks and improvements for specific geographic areas of focus. This first phase has acted as a pilot to inform further development.
- 2.9 Following targeted stakeholder engagement in 2019, Transport Committee endorsed phase one LCWIP documents in January 2020. One of the cycle routes proposed in the phase one LCWIP for Bradford included a section

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<sup>1</sup> <https://www.gov.uk/government/publications/local-cycling-and-walking-infrastructure-plans-technical-guidance-and-tools>

outside the Bradford boundary, and the endorsement from Transport Committee excluded this section which would be subject to further feasibility work and engagement. As this feasibility and engagement work is ongoing, the phase one LCWIP for Bradford does not include this section, which will be considered in future phases of work.

- 2.10 The work carried out to develop the phase one LCWIPs is being used to inform other workstreams such as the Transforming Cities Fund programme which includes some of the schemes identified in the draft phase one LCWIPs.
- 2.11 Appendix 1, 2, 3, 4 and 5 include the phase 1 summary LCWIPs for Bradford, Calderdale, Kirklees, Leeds and Wakefield respectively. Approval is sought from the Combined Authority to adopt the phase one LCWIP documents. The presentation of these summary documents and the more detailed technical reports that support them have not yet been finalised for publication and it is proposed that design work to prepare the full document follows their adoption by the Combined Authority.
- 2.12 The first phase of LCWIP development has enabled the LCWIP approach to be tested. Lessons learnt from work carried out to-date has provided insight into the level of resource required to produce LCWIPs to the Government's methodology. Further phases of LCWIP development will involve a mixture of wider stakeholder engagement and technical work to assess proposals for priority cycle routes within the region, as well as improvements required for local walking and cycling trips, including potential neighbourhood-wide interventions (for example, creation of "low traffic neighbourhoods") in response to feedback from stakeholders.

### **Related workstreams**

- 2.13 Future improvements will need to be designed to ensure that facilities will enable the greatest number of people to walk and cycle more, with direct, convenient, safe, comfortable and attractive routes. Development of a set of principles relating to the design and maintenance of walking and cycling provision in West Yorkshire is underway, linked to forthcoming national detailed design guidance for cycling infrastructure. These principles are proposed to underpin future investment as identified through the LCWIPs and other investment programmes such as the Transforming Cities Fund.
- 2.14 Work to develop LCWIPs in West Yorkshire builds on aspirations and plans already developed by partners in the region, such as partner council Cycling Strategies or Local Plans, which identify future aspirational networks. These published ambitions are being collated to create a schematic future West Yorkshire Strategic Cycle Network Map, which will be reported to Transport Committee and used to guide development of LCWIPs in the next phase.

## **3. Clean Growth Implications**

- 3.1 This report seeks endorsement of phase one LCWIPs, which set out network proposals and route improvements which will inform future investment to

enable more people to walk and cycle. The West Yorkshire Transport Strategy 2040 and the Leeds City Region Energy Strategy recognise that walking and cycling are ideal ways of making shorter journeys and as a result offer potential to reduce carbon.

#### **4. Inclusive Growth Implications**

- 4.1 Improvements to walking and cycling identified through Local Cycling and Walking Infrastructure Plans in West Yorkshire are intended to enable all those who can walk or cycle to make journeys as safely and conveniently as possible, including disabled people, helping to ensure our transport network is as inclusive as possible.

#### **5. Financial Implications**

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

#### **6. Legal Implications**

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

#### **7. Staffing Implications**

- 7.1 There are no staffing implications directly arising from this report. However, further development of LCWIPs will require staff resources to be allocated to this work by the Combined Authority and partner councils.

#### **8. External Consultees**

- 7.1 Stakeholder engagement has been undertaken and has shaped the phase one LCWIPs presented for approval. The results of the engagement have been published on the Combined Authority's engagement portal.

#### **9. Recommendations**

- 9.1 That the Combined Authority adopt the phase one Local Cycling and Walking Infrastructure Plans (LCWIPs) produced for Bradford, Calderdale, Kirklees, Leeds and Wakefield, and that proposals included in the plans be used as inputs into the development of a transport investment pipeline.
- 9.2 That a decision on the final appearance of the phase one LCWIP documents for publication is delegated to the Combined Authority's Managing Director, in consultation with the Chair of the Transport Committee.

#### **10. Background Documents**

Report to Transport Committee, 10 January 2020

## **11. Appendices**

- Appendix 1 – Bradford LCWIP – Phase One Summary Document
- Appendix 2 – Calderdale LCWIP – Phase One Summary Document
- Appendix 3 – Kirklees LCWIP – Phase One Summary Document
- Appendix 4 – Leeds LCWIP – Phase One Summary Document
- Appendix 5 – Wakefield LCWIP – Phase One Summary Document