

Section A: Scheme Summary

Name of scheme:	West Yorkshire Local Cycling and Walking Infrastructure Plans (LCWIP)
PMO scheme code:	LTP-IP3-006
Lead organisation:	West Yorkshire Combined Authority
Senior responsible officer:	Steve Heckley - West Yorkshire Combined Authority
Lead promoter contact:	Ambrose White – West Yorkshire Combined Authority
Case officer:	Neil Johnson - West Yorkshire Combined Authority

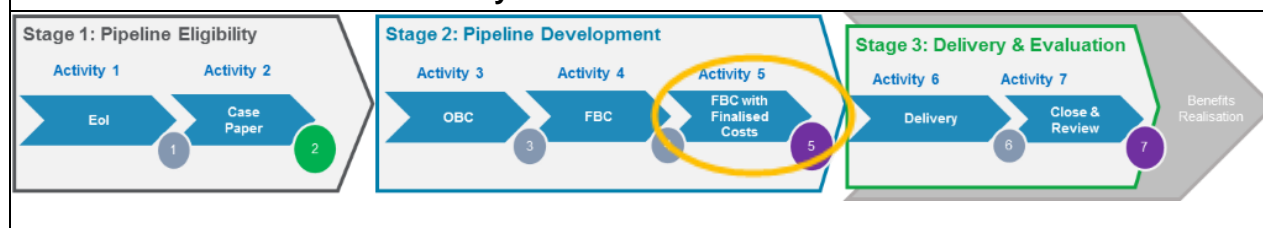
Applicable funding stream(s) – Grant or Loan:	Local Transport Plan - Integrated Transport Block – Grant funding
Growth Fund Priority Area (if applicable):	Primary contribution to: Priority Area 4 – Infrastructure for Growth Additional contribution to: Priority Area 3 – Clean Energy & Environmental Resilience

Approvals to date:	Indicative approval for this scheme at Local Transport Plan - Integrated Transport Block 2019 - 2022 programme level at Combined Authority on 25 April 2019
Forecasted full approval date (decision point 5):	27 July 2020
Forecasted completion date (decision point 6):	March 2022

Total scheme cost (£):	£0.6 million
Combined Authority funding (£):	£0.6 million – Local Transport Plan - Integrated Transport Block Programme 2019-2022
Total other public sector investment (£):	£0
Total other private sector investment (£):	None

Is this a standalone project?	This is a second phase of work to develop LCWIPs following on from a first phase substantially completed in January 2020 (also LTP IT block funded)
Is this a programme?	This is a strategy development activity which will inform future programmes.
Is this project part of an agreed programme?	Yes – Local Transport Plan - Integrated Transport Block Programme 2019-2022

Current Assurance Process Activity:



Scheme Description:

The scheme seeks to identify and develop future improvements for walking and cycling in West Yorkshire, through the creation of Local Cycling and Walking Infrastructure Plans (LCWIPs) and supporting pieces of work. This scheme is proposed as a second phase of LCWIP development work, continuing on from the first phase, completed in January 2020. The first phase built on network planning and delivery carried out to date by West Yorkshire partners, and aimed to develop LCWIPs in line with UK best practice defined by government. The first phase of work also acted as a pilot project, testing the application of government's published guidance in a limited number of focus areas in the region.

The government's Cycling and Walking Investment Strategy identified LCWIPs as an important part of local strategies to increase cycling and walking. The subsequent publication of technical guidance on the development of LCWIPs, with accompanying offer of consultancy support, has supported the first phase of LCWIP work in West Yorkshire.

The main focus of work in this scheme is to develop the phase one LCWIPs into plans covering the whole of each partner council area and therefore the whole of the region. This includes consideration of cross-boundary cycling and walking between West Yorkshire districts and into neighbouring regions. These more comprehensive plans can then be combined to form a West Yorkshire proposition to provide a long term for walking and cycling investment for the region.

The outputs of the LCWIPs and the LCWIP development process will align with and provide input into the wider Connectivity Plan and Pipeline development work being led by the Combined Authority, to guide future transport investment.

Other workstreams to accompany and support LCWIP development are also planned, including the establishment of design and management principles for walking and cycling investment.

Business Case Summary:

<p>Strategic Case</p>	<p>LCWIPs will help shape the future cycling and walking infrastructure pipeline. They will identify the strategic investment needed across the region to support more walking and cycling, based on an evidence-led approach, in line with national best practice and responding to the views and needs of local stakeholders and communities.</p> <p>This scheme proposes to continue the first phase of work to develop LCWIPs, supporting the Strategic Economic Plan (SEP) priorities to create Infrastructure for Growth and Clean Energy and Environmental Resilience – including the SEP's vision to establish cycling as a major form of transport.</p> <p>This will also help the region deliver the policies and interim targets set out in the West Yorkshire Transport Strategy 2040 (to increase walking by 10% and cycling by 300% by 2027), as well as supporting government's national target to double cycling levels set out in the Cycling and Walking Investment Strategy.</p>
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	<p>The Combined Authority has committed to prioritising investment in the cycling and walking networks identified through relevant Local Cycling and Walking Infrastructure Plans (LCWIPs) as part of the West Yorkshire Devolution Deal agreed in March 2020. The organisation has therefore committed to the development of full LCWIPs for the region.</p>
Commercial Case	<p>Stakeholders have indicated their support for the LCWIP process through engagement on the first phase of work. Delivery of workstreams through phase two is anticipated to require a combination of external consultancy support, requiring a procurement process, and in-house resource within the partner councils and the Combined Authority.</p> <p>It is expected that there will be market appetite to provide these services as the national LCWIP pilot has led to increased activity amongst local authorities in developing plans for walking and cycling, and consultancies that have supported authorities may have increased resources to meet this demand.</p>
Economic Case	<p>This strategy development work is seen as providing value for money by enabling the Combined Authority and partners to target investment based on an evidence-led approach. It allows them to respond to funding opportunities – by identifying priority schemes for future delivery that have had sufficient development work to create a business case for delivery.</p> <p>Having prioritised schemes, developed to a feasibility stage, will help ensure that when schemes are taken forward for delivery (for example as part of funded programmes), there is robust evidence of the need for intervention to support the business case. The initial work required to determine whether schemes are deliverable and what a realistic cost might be for delivery has also been carried out. This will reduce the likelihood of schemes exceeding estimated costs and timescales for delivery as the project progresses through the project lifecycle.</p> <p>A range of options for the approach to LCWIP development and the resourcing and time implications of different approaches have been assessed. The preferred option has been developed through partnership working with partner councils.</p> <p>Although transport modelling and appraisal of the sort that would be carried out on infrastructure schemes is not possible for this type of strategy work, schemes to deliver the improvements identified through the LCWIP are expected to provide good value for money based on previous experience.</p>
Financial Case	<p>The total scheme cost is £0.6 million which will fund different workstreams required to develop the LCWIPs – including technical consultancy work, consultation and stakeholder engagement, scheme design and business case development and potential supporting activities.</p> <p>The current profile is for the funding to be split evenly over the remaining two years Integrated Transport Block Programme 2019-2022</p>
Management Case	<p>This scheme will be managed through a governance structure that builds on that put in place for phase one and is aligned with existing West Yorkshire transport policy governance. The five West Yorkshire partner councils will be involved through an LCWIP working group.</p>