

CABINET
23 SEPTEMBER 2021**LOCAL CYCLING AND WALKING INFRASTRUCTURE PLANS**

Relevant Cabinet Member

Cllr A Amos

Relevant Chief Officer

Strategic Director of Economy and Infrastructure

Recommendation

- 1. The Cabinet Member with Responsibility for Highways and Transport recommends that Cabinet:**
 - (a) authorises the Cabinet Member with Responsibility for Highways and Transport to approve individual Local Cycling and Walking Infrastructure Plans for public consultation and modification; and**
 - (b) authorises the Cabinet Member with Responsibility for Highways and Transport to adopt individual Local Cycling and Walking Infrastructure Plans for implementation.**

Why are these decisions important?

2. It is important that these decisions are made to enable the Local Cycling and Walking Infrastructure Plans (LCWIPs) to be developed and adopted in Worcestershire, linked to the active travel aspirations in Local Transport Plan 4 (LTP4). The LCWIPs will set out the strategic walking and cycling networks for their geographic area, developing the corridors set out in LTP4, and providing additional context on routes, barriers, trip attractors and proposed improvements.

Background

3. In 2017 the Government published a Walking and Cycling Investment Strategy setting out their ambition to increase walking and cycling, through:
 - Better safety: a safe and reliable way to travel for short journeys
 - Better mobility: more people walking and cycling- easy, normal and enjoyable
 - Better streets: places that have cycling and walking at their heart.

This document introduced the concept of Local Cycling and Walking Infrastructure Plans (LCWIPs) to set out aspirations for a formal network of cycling and walking routes linking together key destinations such as employment, retail, schools and residential areas.

4. In 2020 Government published Gear Change: a bold vision for walking and cycling alongside Active Travel Fund This document set out the vision “*We want- and*

need - to see a step change in walking and cycling in coming years. The challenge is huge, but the ambition is clear. We have a unique opportunity to transform the role walking and cycling can play in our transport system and get England moving differently.”

5. The Local Cycling and Walking Infrastructure Plan (LCWIPs) are a part of the vision and ambition set out by Government. They are strategic documents which set out the proposed network for walking and cycling within a defined geographic area such as a town or city. They enable a long-term approach to the development of networks, typically over a ten-year period and set priorities for investment in relevant infrastructure.

6. They also set out a narrative to explain and justify the proposed network, looking at considerations such as barriers to walking and cycling, trip attractors, existing links and infrastructure

7. LCWIPs are not statutory documents however funders, including the Department of Transport (DfT), are increasingly targeting their funding at schemes within LCWIPs and to understand how their funding will contribute to delivery of the wider network.

8. The current Local Transport Plan (LTP4) sets out the County Council's strategic aspirations for walking and cycling and identifies proposals for a series of overarching active travel corridors.

9. Active travel corridors are systematic investments in walking and cycling links along an identified corridor to create a comprehensive, integrated network linking to trip attractors, including school, rail stations, town centres, and employment locations. This will include surfacing, lighting and public realm improvements to create an attractive and coherent network. LTP4 includes a total of 28 strategic active travel corridors across the county providing links between and within the urban settlements. In addition active travel corridors are also being delivered on site as part of housing and employment development and as part of major road network schemes such as in Bromsgrove with new provision along the A38 corridor.

10. It is proposed to develop a series of LCWIPs for the county focussed on the individual towns and Worcester City. These documents will build on the overarching strategic active travel corridors set out in LTP4, providing details of the proposed routes for walking and cycling, trip attractors and considering any barriers to proposals.

11. Since LTP4 was adopted in 2017 significant progress has been made in implementing active travel corridors. Further details of scheme delivery is included in the appendix, with a number of schemes highlighted below:

- National Productivity Investment Funded package in Bromsgrove
- New active travel as part of the early package of the A38 in Bromsgrove linking to South Bromsgrove High School
- Upgrades to walking and cycling provision alongside the dualling of SLR4 including Hams Way, Broomhall Way and Crookbarrow Way bridges
- Delivery of Kepax Bridge an active travel bridge across the Severn
- Evesham delivery of the new walking and cycling bridge at Hampton

12. In 2020 the Department of Transport released the Emergency Active Travel Fund. Worcestershire County Council will be using this funding to deliver:

- Kidderminster canal towpath resurfacing
- Redditch enhancements to routes through Arrow Valley County Park
- Pershore delivery of a new active travel route as part of the Pershore infrastructure improvements
- Worcester canal towpath surfacing

13. Active travel elements have also been included in funding bids submitted or in development including Levelling up Fund, developer contributions, and Major Road Network Improvement Fund. We are also working with the District and City council to secure active travel funding from other sources such as the Towns Fund.

14. A bid for £198,000 has been submitted through the Department of Transport's Capability (revenue) Fund to fund the production of four LCWIPs during the current financial year. The outcome of the bid is expected in autumn 2021. The LCWIPs will be for Kidderminster, Redditch, Malvern and Droitwich at an estimated cost of £150,000.

15. The bid also included funding for an active travel officer to promote walking and cycling within Worcestershire. This postholder will work with schools, community groups and businesses to encourage walking and cycling for leisure or commuting as part of more active lifestyles with the resulting health benefits.

16. A further LCWIP has been developed for Evesham using existing resources, with input from the Evesham Transport Stakeholder Group and Sustrans. This document will be subject to public consultation later this year.

17. Further LCWIPs will be developed as revenue funding becomes available.

18. The development and adoption of LCWIPs does not bring any capital funding allocations but will enable the County Council to be in a stronger position to apply for capital funds to implement the proposed routes from a range of sources including the DfT.

Legal Implications

16. None arising directly from this report.

Financial Implications

17. A bid has been submitted to the DfT's Capability Fund for the revenue to fully fund the development of four LCWIPs as set out in this report, a total of £150 000. An announcement on the outcome of the bid is expected in autumn 2021.

18. Should the full amount of funding not be secured, we will reduce the number of LCWIPs to be produced in this financial year commensurate to the funding available. This is to ensure that the documents produced are in line with the guidelines produced by the DfT, which will enable applications for future capital funding.

19. Further funding will continue to be sought from the DfT and other sources, such as developer contributions, for the development of future LCWIPs.

HR, Privacy and Human Rights Implications

20. No Human Resources, Privacy or Human Rights Implications have been identified.

Risk Implications

21. Key Project Risks are set out below:

| Risk | Mitigation |
|--|---|
| Failure to adopt LCWIPs | Reduced ability to secure funding to walking and cycling corridors. |
| Failure to secure further revenue funding for LCWIPs | Reduced ability to develop further LCWIPs, reliance on internal resources |

Joint Equality, Public Health, Data Protection and Sustainability Impact Assessments

22. A **joint impact assessment (JIA)** screening (and any full impact assessments – if screening indicates that they are required) **must** have been completed before the cabinet report is submitted.

No implications arising

Supporting Information

Appendix – table of schemes

Contact Points

Specific Contact Points for this report

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Background Papers

In the opinion of the proper officer (in this case the Strategic Director for Economy and Infrastructure) there are no background papers for this report.