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| GROWTH, ENVIRONMENT AND RESOURCES SCRUTINY COMMITTEE | AGENDA ITEM No. 5 |
| 3 NOVEMBER 2021 | PUBLIC REPORT |

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| Report of: | Steve Cox, Executive Director Place & Economy | |
| Cabinet Member(s) responsible: | Cllr Peter Hiller, Cabinet Member for Strategic Planning, Commercial Strategy and Investment | |
| Contact Officer(s): | Lewis Banks - Transport & Environment Manager | Tel. 01733 317465 |

LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP) - REVIEW

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| RECOMMENDATIONS | |
| FROM: Steve Cox, Executive Director, Place and Economy | Deadline date: 3 November 2021 |
| <p>It is recommended that the Growth, Environment and Resources Scrutiny Committee:</p> <ol style="list-style-type: none"> 1. Consider, and make comments as it sees fit, in respect of the Council's draft Local Cycling and Walking Infrastructure Plan. | |

1. ORIGIN OF REPORT

1.1 The Growth, Environment and Resources Scrutiny Committee have requested that a report on the Local Cycling and Walking Infrastructure Plan is provided for their meeting on 3 November 2021.

2. PURPOSE AND REASON FOR REPORT

2.1 Following the publication of the Governments Cycling and Walking Investment Strategy (CWIS) it was recommended that local authorities should develop Local Cycling and Walking Infrastructure Plans (LCWIP's) for their area. While the preparation of an LCWIP is not mandatory, the Department for Transport (DfT) has advised that Local Authorities who have LCWIP's will be best placed to make the case for future investment.

Peterborough City Council were successfully awarded technical support from the DfT to produce a LCWIP for the urban area of Peterborough. The draft LCWIP has now been completed and is available for review by the Growth, Environment and Resources Scrutiny Committee.

2.2 This report is for the Growth, Environment and Resources Scrutiny Committee to consider under its Terms of Reference Part 3, Section 4 - Overview and Scrutiny

Functions, paragraph no, 2.1 Functions determined by Council:

- 2. Environment Capital
- 4. Transport Highways and Road Traffic

2.4 The LCWIP will have an impact on a number of Council priorities because transport / highway provision can facilitate a number of improvements:

Drive growth, regeneration and economic development for example by improving highway capacity by enabling more people to make short journeys by walking and cycling.

Contribute to the Climate Emergency net zero targets, for example by increasing the number of people travelling sustainably.

Achieve the best health and wellbeing for the city for example by improving walking and cycling provisions.

On 24 July 2019 the Council declared a Climate Emergency that requires urgent action. The Council has committed to a number of actions in order to achieve this which have transport implications including:

Ensure that all strategic decisions, budgets and approaches to planning decisions are in line with a shift to zero carbon by 2030.

Support and work with all other relevant agencies towards making the entire area zero carbon within the same timescale.

Request that Council Scrutiny Panels consider the impact of climate change and the environment when reviewing Council policies and strategies.

Call on the UK Government to provide the powers, resources and help with funding to make this possible, and ask local MPs to do likewise.

Consider other actions that could be implemented, including (but not restricted to), providing electric vehicle infrastructure and encouraging alternatives to private car use.

3. **TIMESCALES**

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| Is this a Major Policy Item/Statutory Plan? | YES | If yes, date for Cabinet meeting | TBD |
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4. **BACKGROUND AND KEY ISSUES**

4.1 In 2020 the Government published 'Gear Change: A bold vision for cycling and walking'. The ambition is to make England an active travel nation, and to take action to tackle the main barriers to walking and cycling. The Government identifies the need to attract people to active travel by building better quality infrastructure, making streets better for everyone, and the need to make sure people feel safe and confident cycling. To deliver this, they have committed to ensure active travel is embedded in wider policy making and want to encourage and empower local authorities to take bold decisions.

LCWIPs provide a new strategic approach to identifying cycling and walking improvements at the local level. They aim to enable a long-term approach to forming local cycling and walking networks, ideally over a 10 year period, and form a fundamental part of the Government's strategy to increase the number of trips made on foot or by bicycle.

The Council aims to support the Government's ambition by taking a strategic approach to improving environments for cycling and walking and the LCWIP will assist the Council to:

Identify cycling and walking infrastructure improvements for future investment in the short, medium and long term.

Ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies.

Make the case for future funding for cycling and walking infrastructure.

The key outputs of this draft LCWIP are:

A network plan for cycling and walking which identifies the preferred routes for future development that have the greatest potential to increase the numbers of people choosing to walk and cycle in the future.

A prioritised programme of conceptual high level infrastructure improvements for investment in the future.

A report which sets out the underlying analysis carried out and provides a narrative which supports the identified conceptual improvements and network.

The Council has adopted the principles set out in the new Government LTN 1/20 national guidance for highway authorities and designers that aims to help cycling become a form of mass transit in many more places. Compliance with LTN 1/20 will present particular challenges when looking at the types of infrastructure that can be installed on the current identified routes.

The next stage of the LCWIP development will need to reassess the routes and look at feasibility and alternatives (where compliance cannot be achieved). The Government intends that all proposed schemes will be checked by a new inspectorate against the summary principles before funding is agreed and that finished schemes will be inspected as appropriate to ensure that they have been delivered in compliance with them. It will be a condition of any future Government funding for new cycle infrastructure that it is designed in a way that is consistent with this national guidance.

The schemes identified are purely indicative at this time, and more comprehensive designs and concepts will need to be determined by more detailed studies. Delivery of the plan will be evidence led, based on a range of data sources and informed by the Cycling and Walking Member Working Group, residents and local groups in Peterborough and Cambridgeshire (including people who do not currently cycle or walk on a regular basis) to develop this plan further and look at the options, challenges and opportunities of the current routes and potential new or alternative routes.

The LCWIP is a live document and will be reviewed and updated periodically to reflect progress and the future development of the city. At this stage, the LCWIP is concentrated on the primary corridors, connecting origins to strategic destinations.

5. CONSULTATION

5.1 The draft LCWIP has been produced in collaboration with a range of stakeholders, officers and the public. The Peterborough Cycle Forum, WSP and Sustrans have provided some feedback which will be considered during the next stage of development.

5.2 Once the LCWIP has been reviewed (that takes into consideration the feedback received along with compliance to LTN 1/20) consultation will be undertaken again with a range of stakeholders (public, officers, the Working Group, Sustrans, Cycle

Forum, disability groups, CPCA etc.) to ensure that a collaborative approach is adopted prior to the plan being finalised.

6. ANTICIPATED OUTCOMES OR IMPACT

- 6.1 It is anticipated that the Committee will make a number of comments that will be taken forward as part of the LCWIP review.

7. REASON FOR THE RECOMMENDATION

- 7.1 The majority of journeys in Peterborough are less than 5km long, so there is a huge potential to increase active and sustainable travel modes if the infrastructure is in place. One way to alter peoples travel habits is to provide safe environments in which to navigate the city by foot or bicycle, so additional good quality cycling and walking infrastructure needs to be built.

The LCWIP will enable the Council to tackle many of the crucial infrastructure related issues that are currently preventing people from making journeys by walking and cycling in Peterborough.

Peterborough wishes to show it is serious about increasing the number of trips made by sustainable modes by developing the LCWIP and continuing to seek funding and opportunities to enhance the walking and cycling network in the future. The Council believes that increasing the number of people choosing to walk and cycle is essential to improving people's lives and creating a better city to live, work and visit.

8. ALTERNATIVE OPTIONS CONSIDERED

- 8.1 To not produce a LCWIP. This has been discounted because the Council needs to increase the number of journeys made by foot and bicycle. Increased walking and cycling is good for the city as it will cut congestion, support the growth agenda, support the climate emergency, and is good for health and well-being.

To select different routes. This will be considered as part of the next phase, in collaboration with the Member Working Group as well as through the public consultation.

9. IMPLICATIONS

Financial Implications

- 9.1 There are no financial implications with this report.

Legal Implications

- 9.2 There are no legal implications with this report and the LCWIP has been produced by following Department for Transport guidance.

Equalities Implications

- 9.3 There are no equalities implications with this report.

Rural Implications

- 9.4 There are no rural implications with this report.

9.5 Carbon Impact Assessment

It is recognised that the current stage of the LCWIP will have no impact on carbon emissions. The work to be undertaken solely focuses on completion of the LCWIP including detailed feasibility studies and designs, no adverse effect on the environment is expected as a result of this work. However, this will be reviewed again when any schemes progress onto the construction phase.

10. BACKGROUND DOCUMENTS

Used to prepare this report, in accordance with the Local Government (Access to Information) Act 1985

DfT Cycle Infrastructure LTN 1/20 Guidance:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

DfT Gear Change, A bold vision for cycling and walking:

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf

11. APPENDICES

11.1 Appendix 1 – [Peterborough Local Cycling and Walking Infrastructure Plan](#)

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