

CLIMATE CHANGE AND ENVIRONMENT SCRUTINY COMMITTEE	AGENDA ITEM No.7
28 FEBRUARY 2023	PUBLIC REPORT

Report of:	Cycling and Walking Task and Finish Group	
Cabinet Member(s) responsible:	Councillor Marco Cereste, Climate Change, Planning, Housing and Transport	
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FINAL REPORT OF THE CYCLING AND WALKING TASK AND FINISH GROUP

RECOMMENDATIONS

FROM: Cycling and Walking Task and Finish Group	Deadline date 28/02/2023
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It is recommended that Climate Change and Environment Scrutiny Committee consider the final report of the Task and Finish group and endorse the recommendations contained within it.

1. Review and endorse to Cabinet the amendments to the routes and prioritisation measures in the Draft LCWIP prior to its finalisation.
2. That the Council refers to the LCWIP alongside all developments and site allocations, including when seeking approval at the Planning and Environmental Protection Committee.
3. That the Council enables a cross-departmental approach to focus on improving city centre transport through the development of proposals for a new cycling route along Bridge Street. Any future vision for the City Centre should be based on a cycling and walking first principle.
4. That the LCWIP and Active Travel Plans be reviewed annually.
5. Removing obstacles to cyclists like staggered barriers and traffic signals which give priority to motor vehicles over cycles etc.
6. Creation of a Rural Cycle Strategy, to be discussed with Scrutiny once drafted.
7. Draft a vision for the LCWIP to be included at the start of the plan, which includes relevant targets from relevant PCC and CPCA strategies (e.g., net zero carbon and need for modal shift away from car travel) and references the Transport User Hierarchy.
8. Group has a further purpose once public consultation has been completed.
9. Major infrastructure schemes to include cycling and walking provisions.
10. Engagement with key stakeholders, including PCC councillors, as part of the public

consultation.

11. To enhance the natural environment through the delivery of walking and cycling schemes; e.g., through tree planting along new and existing cycle routes. In particular, removal of trees, shrubbery and other vegetation should be minimised when constructing new cycle routes and any that must be removed should be replaced.

12. That the Task and Finish group's work is now concluded, and the group is formally closed. However, it should be noted that the Task and Finish group's work has concentrated on cycling routes in the LCWIP and has not specifically looked at walking routes or the Rural Cycling Strategy.

1. ORIGIN OF REPORT

1.1 The report has been produced by the Cycling and Walking Task and Finish Group

2. PURPOSE AND REASON FOR REPORT

2.1 At the Climate Change and Environment Scrutiny Committee Annual Work Programming meeting, it was recommended that the cross-party Cycling and Walking Working Group should cease, and that a Cross Party Cycling and Walking Task and Finish Group is formed in its place to support the development of the Local Cycling and Walking Infrastructure Plan (LCWIP) and associated rural cycling strategy. Both projects are definitive pieces of work, and therefore a Task and Finish Group is considered a more suitable method for Members to support and input into these projects.

The draft LCWIP has been reviewed by the Task and Finish Group and the report has been produced to provide recommendations on revision and adoption of the LCWIP.

2.2 This report is for the Climate Change and Environment 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

9. Active Travel

3. TIMESCALES *[If this is not a Major Policy item, answer **NO** and delete the second line of boxes.]*

Is this a Major Policy Item/Statutory Plan?	NO	If yes, date for Cabinet meeting	N/A
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4. BACKGROUND AND KEY ISSUES

4.1 The Task and Finish Group have completed an extensive review of the draft LCWIP for Peterborough. It is recommended that the Climate Change and Environment Scrutiny Committee consider the final report of the Task and Finish group and endorse the recommendations contained within.

The Task and Finish Group mainly focused on the cycle routes identified in the LCWIP as these pose the biggest challenges regarding infrastructure. There are several walking routes also noted (many of which link with or follow the same desire lines as the cycling routes), and any future improvements will consider the walking elements needed.

It is noted that the Council's adoption of the new LTN 1/20 Design Standards poses a challenge regarding infrastructure on the routes due to constraints of space and layout. The Group looked, where possible, at alternative routes that could be suitable and provided extensive feedback on each of the routes and recommended additional routes be added to the LCWIP. Further details are contained in the full final report.

Significant discussions were undertaken as the group feels that there is a lack of connectivity through the City Centre. Most routes identified start or finish at the City Centre but there is no route through the centre. As such a City Centre 'circular' route was identified and should be included in the LCWIP, and further proposals should be developed to enable north-south cycle journeys along Bridge Street.

An analysis of the prioritisation matrix was undertaken, and amendments were recommended (removal of timeframe and public acceptance categories and higher weighting attributed to the increase in cycle numbers). The revised matrix can be found in the main final report.

The group recommends that the LCWIP should be reviewed annually and considered and noted in the new Local Transport Plan and for any future planning applications and developments.

5. CORPORATE PRIORITIES

5.1 The Economy & Inclusive Growth

The LCWIP will have positive impacts on the environment as it will enable people to travel via active and sustainable modes in the future. Reduction of car travel has impacts to the natural environment, air quality and is sustainable for the future. Providing quality walking and cycling routes will enable more people to travel to work, education or for leisure in a sustainable way and will help the Council to achieve its net zero targets for the future.

A Carbon Impact Assessment was completed and in summary 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 recommendations prior to 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 if/ when any schemes progress onto the construction phase. Further details will be provided nearer the time.

Our Places & Communities

The LCWIP will enable people to walk and cycle more around the city and thus, improve their health and wellbeing. More people travelling in active and sustainable ways instead of via cars will improve the environment and the associated health implications linked to pollution and inactivity.

Further information on the Council's Priorities can be found here - [Link to Corporate Strategy and Priorities Webpage](#)

6. CONSULTATION

6.1 Two Co-opted members were consulted during the LCWIP review. One member from the Peterborough Cycle Forum and one member from Sustrans in Peterborough (a walking, wheeling and cycling charity, and the custodian of the National Cycle Network). Both members actively participated in the group discussions and their feedback was used (in part) to inform the group's recommendations.

6.2 The Group recommends that public consultation is more appropriate at a later date once the LCWIP has been finalised.

7. ANTICIPATED OUTCOMES OR IMPACT

7.1 It is recommended that Climate Change and Environment Scrutiny Committee consider the final report of the Task and Finish group and endorse the recommendations contained within it.

8. REASON FOR THE RECOMMENDATION

8.1 The reasons for making the recommendations are:

1. The LCWIP has been reviewed and amendments to routes have been identified to support a network plan for cycling and walking on specific routes that have the greatest potential to increase the numbers of people choosing to walk and cycle in the future.

2. To generate a prioritised programme of conceptual high level infrastructure improvements for investment in the future that are LTN 1/20 design standard compliant.

3. To improve the provision of high-quality walking and cycling infrastructure in the future.

4. To ensure the LCWIP is considered for all future developments and site allocations and be referenced and considered in the new Local Plan.

5. The Council enables cross department collaboration with lead officers to improve sustainable transport development opportunities in the future.

6. Having an LCWIP in place the Council will be able to evidence the case for investment and bid for funding from the DfT to develop and deliver cycle improvements across the city in the future.

9. ALTERNATIVE OPTIONS CONSIDERED

- 9.1 If Peterborough did not produce an LCWIP we will not be best placed to bid for funding for cycle and walking schemes in the future. In addition, the LCWIP will have a key role to enable more people to travel via active and sustainable modes which will have a significant impact in reducing carbon and meeting the climate change commitments the Council has made.

10. IMPLICATIONS

Financial Implications

- 10.1 The LCWIP should have positive financial implications for the Council. As a result of this plan the council should be successful in securing future funding for new and enhanced infrastructure. The new infrastructure will need to be maintained and this will be funded from the highway maintenance allocation that the council receives from the DfT (via CPCA).

Legal Implications

- 10.2 There are no legal implications associated in the development and adoption of the LCWIP. There may be future legal implications with delivery where schemes do not fall within Peterborough City Council land ownership, but these would be managed through the design stage.

Equalities Implications

- 10.3 There are no equalities implications with this report.

11. BACKGROUND DOCUMENTS

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

Draft LCWIP for Peterborough - <https://www.peterborough.gov.uk/asset-library/lcwip-aug-21.pdf>

12. APPENDICES

- 12.1 *Appendix 1 – Cycling and Walking Task and Finish Group Final Report*

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