

<b>CABINET</b>	<b>AGENDA ITEM No. 5</b>
<b>16 JULY 2024</b>	<b>PUBLIC REPORT</b>

Report of:	Adrian Chapman, Executive Director: Place & Economy	
Cabinet Member(s) responsible:	Cllr Mohammed Jamil, Cabinet Member for Environment and Transport	
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**LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN (LCWIP)**

RECOMMENDATIONS	
<b>FROM:</b> Executive Director Place & Economy	<b>Deadline date:</b> 16 July 2024
It is recommended that Cabinet approve the Local Cycling and Walking Infrastructure Plan (LCWIP).	

**1. ORIGIN OF REPORT**

1.1 This report is submitted to Cabinet as it is a key decision under the executive delegations.

**2. PURPOSE AND REASON FOR REPORT**

2.1 The purpose of this report is for Cabinet to consider and approve the Local Cycling and Walking Infrastructure Plan (LCWIP). The LCWIP was produced with support from the Cycling and Walking Task and Finish Group and has been reviewed by the Climate Change and Environment Scrutiny Committee as well as Cabinet. The recommendations from all three groups have been incorporated into the LCWIP.

The schemes identified are purely indicative at this time, and more comprehensive designs and concepts will need to be determined by more detailed studies.

2.2 This report is for Cabinet to consider under its Terms of Reference No. 3.2.8

To determine policies or strategies that will have a significant impact on two or more wards.

**3. TIMESCALES**

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

4.1 In 2017, the Government published its first Cycling and Walking Investment Strategy. Within the strategy, LCWIPs were outlined as a new, strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local

cycling and walking networks, ideally over a 10- year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle. While the preparation of LCWIPs is non-mandatory, Local Authorities who have LCWIPs will be well placed to make the case for future investment.

At the Cabinet meeting held on 12 July 2021, it was agreed to form a cross-party Cycling and Walking Working Group to support the development of the LCWIP for Peterborough. In discussion with the Climate Change and Environment Scrutiny Committee, this group then evolved into the Cycling and Walking Task and Finish Group.

The Task and Finish Group undertook an extensive review of the LCWIP and presented its recommendations to the Climate Change and Environment Scrutiny Committee and then to Cabinet on 13 November 2023. The recommendations from the Task and Finish Group, the Climate Change and Environment Scrutiny Committee, and Cabinet have been incorporated into the LCWIP. The recommendations that related specifically to the LCWIP included:

- Amendments to the routes and prioritisation measures.
- That the Council refers to the LCWIP alongside all developments and site allocations.
- That the LCWIP and Active Travel Plans are reviewed annually.
- Removing obstacles to cyclists.
- Drafting a vision for the LCWIP to be included at the start of the plan.
- Engagement with key stakeholders, including city councillors, as part of the public consultation.
- Enhancing the natural environment through the delivery of walking and cycling schemes.

A new Cabinet Walking and Cycling Member Working Group has been setup via a Cabinet Member Decision Notice to assist in the future development of the LCWIP, reviewing feasibility and design options, as well as advising on future consultations.

## **5. CORPORATE PRIORITIES**

### **5.1 The Economy & Inclusive Growth**

Carbon Impact Assessment:

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.

Construction associated with the LCWIP is anticipated to have significant carbon impact, but 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 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.

## **6. CONSULTATION**

### **6.1 The LCWIP has been produced in consultation with the Cycling and Walking Task and Finish Group. Further consultation with Members, stakeholders and the public will occur as the LCWIP is further developed.**

## **7. ANTICIPATED OUTCOMES OR IMPACT**

- 7.1 It is recommended that Cabinet considers and approves the LCWIP. The LCWIP will enhance the walking and cycling network in the urban area, providing better and safer facilities for pedestrians and cyclists.

The LCWIP will put the council in a better position to bid for active travel schemes in the future, building on the current funding that has already been secured which includes:

- Approx £3m for a new cycleway on Thorpe Wood (an LCWIP route)
- Nearly £1m to design cycleways along sections of Oundle Road, Thorpe Road and adjacent to Bourges Boulevard (all included in the LCWIP).
- Other major schemes where active travel is a major component, such as the £48m secured for Peterborough Station Quarter.
- Approx £400k of revenue grant for feasibility and early design options to help develop the 16 cycling routes identified in the LCWIP as well as behaviour change initiatives.

Active Travel England, who are funding a number of schemes in Peterborough, have a capability rating for all transport authorities in England. Our rating is in combination with the Cambridgeshire and Peterborough Combined Authority. The Combined Authority's current ranking is two (there are four ratings in total). A rating of two demonstrates strong local leadership, with clear plans that form the basis of an emerging network with a few elements already in place. Having an approved LCWIP will help us retain our rating and hopefully improve on it. Ratings are used by Active Travel England to guide the allocation of funding and other resources. Achieving a higher rating would mean that we could bid for additional funding in the future.

## **8. REASON FOR THE RECOMMENDATION**

- 8.1 The reasons for making the recommendations are:

1. The LCWIP has been reviewed and amendments have been incorporated.
2. The LCWIP has a prioritised programme of future infrastructure improvements.
3. The LCWIP will improve the provision of high-quality walking and cycling infrastructure in the future.
4. The Council will be able to evidence the case for investment and bid for funding to develop and deliver walking and cycling improvements.

## **9. ALTERNATIVE OPTIONS CONSIDERED**

- 9.1 Not producing an LCWIP: If Peterborough did not produce an LCWIP the Council will not be best placed to bid for funding for cycling 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

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

[Climate Change and Environment Scrutiny Committee 28 February 2023](#)

[Cabinet meeting 13 November 2023](#)

## **13. APPENDICES**

- 13.1 Appendix 1 – LCWIP