



Cabinet Report

Date **11 MAY 2023**

Title **ENDORSEMENT OF LOCAL CYCLING AND WALKING INFRASTRUCTURE PLANS**

Report of **CABINET MEMBER FOR INFRASTRUCTURE HIGHWAYS PFI AND TRANSPORT**

EXECUTIVE SUMMARY

1. The purpose of this report is to seek member approval of three Local Cycling and Walking Infrastructure Plans (LCWIP) covering the following areas.
 - (a) Cowes, Northwood and Gurnard
 - (b) East Cowes and Whippingham
 - (c) Bembridge, Brading and St Helens
2. The completed and approved reports are published on our web pages <https://www.iow.gov.uk/libraries-leisure-and-heritage/recreation-and-leisure/leisure/isle-be-active/> Further LCWIPs are being developed in other areas of the Island and will be brought forward for approval once completed.

RECOMMENDATION

3. That Cabinet approves all three LCWIPs in the respective areas of the Island outlined, and to work with key local, regional and national stakeholders to seek funding to deliver the proposed infrastructure improvements.

That council staff, in consultation with Cabinet Member undertake the required public consultation with a view to the council adopting all three LCWIPs as Supplementary Planning Documents (SPDs) that can then be used as a material consideration in planning decision making.

BACKGROUND

4. The Department for Transport (DfT) national *Cycling and Walking Investment Strategy* (CWIS), launched in April 2017, with aims to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey. The strategy aims to double levels of cycling journeys by 2025, increase walking activity, reduce the rate of cyclists killed or seriously injured (KSI), and increase the percentage of school children walking to school.

5. The potential for investment in cycling and walking also supports the delivery of public health outcomes in relation to creating greener and more active communities, improving resident and visitor health and well-being.
6. Through the CWIS, local authorities were encouraged by DfT to prepare Local Cycling and Walking Infrastructure Plans (LCWIPs) in order to take a more strategic approach to planning walking and cycling networks and funding to support local authorities was made available.
7. The Isle of Wight Council (IWC) was successful in securing funding to support town, parish and community councils to develop LCWIPs. This support was granted on the basis of the islands successful track record in delivering DfT capital and revenue programmes and was only offered to a small number of local authorities.
8. It should be noted that it is likely that local authorities who have approved LCWIPs in place will have an improved chance of securing future DfT infrastructure funding. All LCWIPs have been developed in accordance with DfT Guidance, which set out clearly the steps required to develop such a plan.
9. Future phases of walking and cycling infrastructure proposals within or linking with the approved routes in the approved plans will need to be fully costed (revenue and capital) as and when finances become available. In some cases, infrastructure proposals may need to be jointly funded through a combination of government, council, and town, parish and community councils funding sources.
10. The stages of developing an LCWIP are as follows:

Stage 1 - Determining Scope

Key tasks are to determine the geographical scope, delivery model, governance arrangements, stakeholder engagement approach and timescales.

Stage 2 - Gathering Information

This stage involves reviewing policy and strategy, collating information and data on the existing walking and cycling network and trips, perceptions of existing facilities, and identifying trip generators (existing and planned). This includes some use of the Propensity to Cycle Tool (PCT).

Stage 3 - Network Planning for Cycling

This stage involves mapping trip origin and destination points, identifying desire lines, classification of desire lines, establishing network density, applying the Route Selection Tool processes, and establishing cycling infrastructure improvements.

Stage 4 - Network Planning for Walking

This stage involves mapping key walking trip generators, identifying Core Walking Zones, identifying Core Walking Routes, identifying barriers and funnel routes, auditing these routes / zones, and establishing walking infrastructure improvements.

Stage 5 - Prioritising Improvements

This stage involves developing timescales for delivery over short, medium and long-term scales, as well as high level appraisal, costing, and prioritising improvements considering effectiveness, cost and deliverability.

Stage 6 – Integration and Application

This is the final stage, involving signoff of the document as well as integration within policies, application for funding bids, and regular updating of the document.

CORPORATE PRIORITIES AND STRATEGIC CONTEXT

11. The LCWIP supports a number of activities set out with the corporate plan. In addition continued investment in cycling and walking infrastructure was one of the recommendations arising from the work of the Transport Infrastructure Task Force.
12. Design of public realm and transport infrastructure has a key role to play in regeneration and place shaping is a key element of the council's regeneration strategy.

Provision of affordable housing for Island Residents

13. A key function of an LCWIP is to ensure sustainable transport links are not only maintained within current towns and villages, but when new developments are being explored, the LCWIP can be used to demonstrate how developments can be better connected through good walking and cycling infrastructure. Creation of high-quality walking and cycling networks can help enable car-free and low-car affordable housing developments, particularly in major urban areas.

Responding to climate change and enhancing the biosphere

14. The improvement and introduction of new walking and cycling routes will be a key factor in enabling people to travel more sustainably and therefore contributing to the aims within the council's Climate and Environment Strategy.
15. Positive outcomes in relation to supporting walking and cycling are already being achieved through the council's DfT funded Transforming Travel programme which within a four year period (2017-2021) reduced carbon emissions by 4,368 tonnes, saved 1,621,000 car journeys, increased cycle trips by 79,300 and increased walking trips by 531,000 (2020/21 evaluation report).

Economic Recovery and Reducing Poverty

16. Providing affordable access to services, jobs and education is a key tool in poverty reduction. Active Travel is the most affordable transport option and can play a significant role in reducing access inequality. Providing improved active travel links can also help reduce household expenditure, through switching from more expensive modes of travel.
17. Active travel schemes will often deliver public realm improvements which will also have a positive economic impact, particularly in town centres.

18. Delivering a coherent active travel network in, and between, our key settlements will enable growth without an automatic increase in motor vehicle traffic, creating realistic sustainable travel options for new employment areas and new housing.
19. People walking and cycling for utility trips are more likely to use town centre shops and services, sustaining our town centres, while reduced expenditure on transport creates greater levels of disposable income to spend in the local economy.
20. Improved walking and cycling networks will also provide a boost to the tourism economy, enabling more people to enjoy leisure walking and cycling, improving the public realm in key visitor areas, and enabling the Island to provide a high-quality car-free tourism offer.
21. Adopting LCWIPs gives clear guidance for developers on the standards expected and priority routes and networks. This should enable delivery of significant parts of the future network through the development process, and ensure new developments are significantly more sustainable.

Impact on Young People and Future Generations

22. Schools are very often at the centre of our communities, LCWIPs are designed to enhance regular trips, which for many will involve school commutes. Accessing future funding to improve cycle and walking routes to schools, as well as the wider community will allow children to develop positive active travel experiences, and develop good transport habits for the future.
23. Walking and cycling can be key to enabling young people to be independently mobile, but safe infrastructure is critical to enabling this.

CONSULTATION

24. Consultation is a key element of developing robust LCWIPs, all three of these new documents were developed using a range of methods.
25. Stakeholder groups involved in the consultation events included, Isle of Wight Ramblers, members of CycleWight, Island Roads, Town, Parish and Community Councils, and Rights of Way. Consultation groups reviewed and considered existing plans including, Rights of Way improvement plans, CycleWight Strategies, and emerging Regeneration Plans.
26. Consultation workshops focused on a number of key routes for each Town. Routes that focused on joining with Town Centre Central Walking Zones and key regeneration, economic, tourist and education zones.
27. Some routes used by local residents were identified through public surveys and considered in the scoping of the plan. Some routes have been identified to help school pupils move towards a more sustainable mode of transport, where others were aimed at connecting residential settlements with shops etc.
28. Routes identified were prioritised against a number of key criteria – scheme feasibility and design, road safety, accessibility and community benefit, value for money and potential to attract external funding (linking to existing regeneration plans).

29. In addition to the above, if individual schemes can access funding, detailed consultation with stakeholders and the local communities will be undertaken on more detailed design proposals.

FINANCIAL / BUDGET IMPLICATIONS

30. The cost of developing the LCWIPs has been funded from in-house staff time, external consultancy time provided partly by a grant secured from the Department of Transport and partly from local town, parish and community council funds.
31. To date the council has secured around £1m of infrastructure funding from DfT/Active Travel England for improvements identified in the LCWIP. The adopted Newport and Ryde LCWIP has already attracted funding including the Mews Lane route, and further funding is under consideration in Ryde.
32. Future phases of walking and cycling infrastructure proposals within or linking with approved routes will need to be fully costed (revenue and capital) as or when funding becomes available. There are no further financial implications directly arising from this report.
33. The Government has announced additional funding to support walking and cycling and these funding opportunities will be made clearer over time. The development of approved LCWIPs will support the council's bids for DfT funding.

LEGAL IMPLICATIONS

34. There are no legal implications associated with the Cabinet giving their approval to LCWIPs as recommend in this report. However, there will be a statutory and legal process to consult on the highway infrastructure improvements as and when they are identified, and scheme finances become available.

EQUALITY AND DIVERSITY

35. The Council as public body is required to meet its statutory obligations under the Equality Act 2010 to have due regard to eliminate unlawful discrimination, promote equal opportunities between people from different groups and to foster good relations between people who share a protected characteristic and people who do not share it. The protected characteristics are age, disability, gender reassignment, marriage, and civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation.
36. Under the Equality Act 2010 the council is required to have due regard to its equality duties when making decisions, reviewing services, undertaking projects and developing and reviewing policies.

SECTION 17 CRIME AND DISORDER ACT 1998

37. Section 17 of the Crime and Disorder Act 1998 (as amended by Police and Justice Act 2006) provides that: '...it shall be the duty of each authority ... to exercise its various functions with due regard to the likely effect of the exercise of those functions on, and the need to do all it reasonably can to prevent, crime, disorder, antisocial behaviour adversely affecting the environment, and substance misuse in its area'.

38. The LCWIP documents set out possible infrastructure improvements, any schemes taken forward with available funding will require additional scoping, during this stage consideration will need to be given to section 17.

OPTIONS

Option 1

To approve all three LCWIPs and to work with key local, regional and national stakeholders to seek funding to deliver infrastructure improvements. In addition, Planning Services to undertake the required period of public consultation as set out in the relevant planning legislation with a view to adopting all three LCWIPs as Supplementary Planning Documents (SPDs) (that will be subject to a future Cabinet decision).

Option 2

To not approve the three LCWIPs. Future funding from DfT for cycling and walking infrastructure will be linked to council's having cycling and walking infrastructure plans in place.

Option 3

To adopt one or two of the selected reports and to work with key local, regional and national stakeholders to seek funding to deliver infrastructure improvements. In addition, Planning Services to undertake the required period of public consultation as set out in the relevant planning legislation with a view to adopting all three LCWIPs as Supplementary Planning Documents (SPDs) (that will be subject to a future Cabinet decision).

RISK MANAGEMENT

39. Future funding from DfT for cycling and walking infrastructure will be linked to council's having cycling and walking infrastructure plans in place. Not approving the LCWIPs would have a significant risk in not being able to secure future DfT highway infrastructure improvement funding (revenue or capital).
40. Each cycling and walking infrastructure project brought forward will be managed as a project in its own right. These projects should follow the corporate project framework, including project risk assessments and risk logs.

EVALUATION

41. The production of these LCWIPs have been supported by the methodology set out by the DfT.
42. Working with key stakeholders, a comprehensive review of routes was undertaken and then prioritised against several key criteria including LTN 1/20 the new cycling infrastructure standards.
43. Using DfT methodology officers will assess and develop further links with emerging planning and transport policy. There is potential to use this methodology on new geographical areas of the Island to improve and expand walking and cycling routes.

BACKGROUND PAPERS

- 44. [Department of Transport LCWIP Technical Guidance](#)
- 45. [LTN 1/20 infrastructure design](#)
- 46. [Department of Transport Cycling and Walking Investment Strategy](#)
- 47. All three LCWIPs being considered are publicly available on our [website](#)

Contact Point: Lee Matthews, Strategic Manager, Recreation, Leisure & Open Spaces
☎ 821000 e-mail lee.matthews@iow.gov.uk

COLIN ROWLAND
Director of Neighbourhoods

(CLLR) PHIL JORDAN
*Cabinet Member for Infrastructure,
Highways PFI and Transport*