



Cabinet report

Date	8 JUNE 2023
Title	ADOPTION OF THE 'NEWPORT AND RYDE LOCAL CYCLING & WALKING INFRASTRUCTURE PLAN' SUPPLEMENTARY PLANNING DOCUMENT (SPD)
Report of	CABINET MEMBER FOR PLANNING, COASTAL PROTECTION AND FLOODING

EXECUTIVE SUMMARY

1. The purpose of this report is to consider the adoption of the 'Newport & Ryde Local Cycling & Walking Infrastructure Plan (LCWIP)' supplementary planning document (SPD), following a consultation exercise undertaken by the Isle of Wight Council.
2. The Newport and Ryde LCWIP (which is one single document covering both areas) identifies cycling and walking improvements required at the local level to enable a long-term approach to developing local cycling and walking networks. A total of 16 cycle route corridors and 24 walking routes and zones are included, which if implemented, could lead to a transformation in the volumes of cycling and walking in Newport and Ryde. This would fully align with the Government's national Cycling and Walking Strategy.
3. The report recommends the adoption of the LCWIP as a supplementary planning document. The Newport & Ryde LCWIP was previously approved by the Cabinet Member for infrastructure and transport in April 2020.
4. The adoption of the Newport & Ryde LCWIP as an SPD will result in the council and stakeholders being able to use the document to identify local level cycling and walking improvements that can be supported through the planning process. The SPD will enable a long-term approach to the development of local cycling and walking networks on the island and ensure relevant developments coming forward contribute to or deliver specific improvement projects identified in the SPD.

RECOMMENDATION

- | |
|--|
| <ol style="list-style-type: none">5. That the 'Newport & Ryde Local Cycling and Walking Infrastructure Plan' be adopted as a supplementary planning document; and6. That any final editorial and presentational changes to the supplementary planning document are delegated to the Strategic Manager for Planning in consultation with the Cabinet Member for Planning, Coastal Protection & Flooding. These changes |
|--|

will not alter the meaning of the document and will be restricted to grammatical, presentational and typographical errors.

BACKGROUND

Local Cycling & Walking Infrastructure Plans

7. The Newport and Ryde Local Cycling and Walking Infrastructure Plan (LCWIP) was first prepared during 2019 in close consultation with the local community and a range of key stakeholders, including Ryde Town Council, Newport and Carisbrooke Community Council, Island Roads and cycling and walking forums Sustrans, CycleWight and the Isle of Wight Ramblers.
8. The Newport and Ryde LCWIP identifies cycling and walking improvements required at the local level to enable a long-term approach to developing local cycling and walking networks. A total of 16 cycle route corridors and 24 walking routes and zones are included, which if implemented, could lead to a transformation in the volumes of cycling and walking in Newport and Ryde. This would fully align with the Government's national Cycling and Walking Strategy (CWIS).
9. The Newport and Ryde LCWIP was approved by the Cabinet Member for Infrastructure & Transport in April 2020 and the Planning Service now wish to formally adopt the Newport and Ryde LCWIP as an SPD, to formalise it as a material consideration when determining planning applications.
10. The guidance and schemes identified within the document provide further detail to Core Strategy policies SP7 and DM17 that can be applied in the Newport and Ryde areas.

Island Plan

11. The Island Plan Core Strategy was adopted by the council in March 2012. Policy SP7 (Travel) and Policy DM17 (Sustainable Travel) establish the strategic principles and policy requirements for development to help contribute to providing alternative means of travel to the car and increasing travel choice through improved and additional sustainable transport methods and infrastructure.

SPD adoption process

12. The national planning policy framework (NPPF) sets out that SPDs are 'documents which add further detail to the policies in the Local Plan. They can be used to provide further guidance for development on specific sites, or on particular issues, such as design. SPDs are capable of being a material consideration in planning decisions but are not part of the development plan'.
13. SPDs are subject to statutory preparation procedures under regulations 11 to 14 of the [Town and Country Planning \(Local Planning\) \(England\) Regulations 2012](#).
14. For an SPD to come into force it must be agreed and formally adopted by the council's Cabinet. Once adopted the SPD will then be a material consideration, where relevant, in the determination of planning applications. The proposed SPD can be found as the first background paper link.

CORPORATE PRIORITIES AND STRATEGIC CONTEXT

15. The [Corporate Plan 2021 - 2025](#) sets out the administration's key areas for action, aspirations and key activities. The specific key area for action and aspirations relevant to the Newport and Ryde Local Cycling & Walking Infrastructure SPD are:

Key area for action:

- Responding to climate change and enhancing the biosphere

Aspirations:

- (1) We will ensure that we listen to people. We will do so by holding consultations in which we will have a proper discussion with residents about issues;
- (16) Place the health and wellbeing of residents at the centre of all we do;
- (43) Commit to develop sustainable transport options with a focus on infrastructure to encourage active travel;

Responding to climate change and enhancing the biosphere

16. The LCWIP process sets out how the council can work towards delivering ambitious plans to increase walking and cycling opportunities across the Isle of Wight. Delivery of the schemes identified in the Newport & Ryde LCWIP will help reduce the need to travel and contribute to addressing climate change.
17. Therefore adopting the LCWIP to be used as a material consideration in the determination of planning applications will make a positive contribution towards the Council's net zero ambitions set out in the Climate & Environment Strategy.

Economic Recovery and Reducing Poverty

18. 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.
19. Active travel schemes will often deliver public realm improvements which will also have a positive economic impact, particularly in town centres.
20. 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.
21. 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.
22. 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.

23. Adopting LCWIPs gives clear guidance for developers on the schemes expected to help form 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

24. 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.
25. Walking and cycling can be key to enabling young people to be independently mobile, but safe infrastructure is critical to enabling this.

CONSULTATION

26. The Newport and Ryde Local Cycling and Walking Infrastructure Plan (LCWIP) was first prepared during 2019. It was prepared in close consultation with the local community and a range of key stakeholders. These included:
 - Ryde Town Council
 - Newport and Carisbrooke Community Council
 - Island Roads
 - Cycling and walking forums
 - Sustrans
 - CycleWight
 - Isle of Wight Ramblers
27. After agreeing the scope of the LCWIP the stakeholder groups reviewed as much local, regional and national data possible to help inform the selection of walking and cycling routes.
28. In line with regulations 11 to 14 of the Town and Country Planning (Local Planning) (England) Regulations 2012, the local planning authority also undertook a 6-week consultation on the draft SPD (which was longer than the minimum statutory requirement for such a consultation). This took place from Friday 10 March 2023 until Friday 28 April 2023.
29. A summary of responses from the statutory consultation period is attached in Appendix 1. A number of factual changes and updates have been made to the LCWIP as a result of the comments received and these are set out in Appendix 2.

FINANCIAL / BUDGET IMPLICATIONS

30. It is considered that there will be no direct financial / budget implications arising from adopting the LCWIP as a SPD.

LEGAL IMPLICATIONS

31. Supplementary planning documents should be prepared only where necessary and in line with paragraph 153 of the NPPF.
32. If adopted the SPD will add further detail to the policies already in the Island Plan Core Strategy. The SPD will be a formal document that will be a material consideration in planning decisions, but not part of the development plan.

EQUALITY AND DIVERSITY

33. The council as a 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.
34. A stage one equality impact assessment (EqIA) has been undertaken in connection with the proposed SPD (see Appendix 3).
35. It is considered that the SPD itself will not have a negative impact on any of the protected characteristics. This is because the status of the document is such that higher level policy and legislation is also required to be considered as part of the determination of any planning application, which would take account of our legal duties under equality legislation.

PROPERTY IMPLICATIONS

36. It is considered that there will be no direct property implications, although any decisions over the future of council owned land within the geographical area covered by the proposed SPD will need to consider relevant planning policy that would include the SPD once adopted.

OPTIONS

37. The options are set out as follows:
 - a) To adopt the Newport and Ryde Local Cycling & Walking Infrastructure Plan (LCWIP) as a supplementary planning document.
 - b) To further amend and then adopt the Newport and Ryde Local Cycling & Walking Infrastructure Plan (LCWIP) as a supplementary planning document.
 - c) To not adopt the Newport and Ryde Local Cycling & Walking Infrastructure Plan (LCWIP) as a supplementary planning document.
38. Should option (a) be chosen then an accompanying option is:
 - d) To delegate any final editorial and presentational changes to the draft supplementary planning document to the Strategic Manager for Planning in

consultation with the Cabinet Member for Planning, Coastal Protection & Flooding. These changes will not alter the meaning of the document and will be restricted to grammatical and typographical errors; or

RISK MANAGEMENT

39. The main risk of not adopting the LCWIP as an SPD is that the council will not be able to use the guidance and identified schemes within the document, that has been prepared with community and stakeholder engagement, as a material consideration when determining planning applications.

EVALUATION

40. The adoption of the Newport & Ryde LCWIP as an SPD will result in the council and stakeholders being able to use the document to identify community led, local level cycling and walking improvements that can be supported through the planning process. The SPD will enable a long-term approach to the development of local cycling and walking networks on the island and ensure relevant developments coming forward contribute to or deliver specific improvement projects identified in the SPD.

APPENDICES

Appendix 1: Summary of consultation responses and proposed changes to LCWIP
Appendix 2: Schedule of changes to the Newport & Ryde LCWIP document
Appendix 3: Stage one equality impact assessment (EqIA)

BACKGROUND PAPERS

[Newport and Ryde Local Cycling & Walking Infrastructure Plan](#)
Island Plan Core Strategy: [Microsoft Word - Core Strategy - Mar 2012.doc \(iow.gov.uk\)](#)

Contact Point: James Brewer, Planning Team Leader Policy & Delivery
☎ 821000 extension 8567 e-mail james.brewer@iow.gov.uk

CHRIS ASHMAN
Director of Regeneration

(CLLR) PAUL FULLER
*Cabinet Member for Planning, Coastal
Protection & Flooding*