

<b>Subject:</b>	<b>Local Cycling and Walking Infrastructure Plan (LCWIP) – Update Report</b>		
<b>Date of Meeting:</b>	<b>17 March 2020</b>		
<b>Report of:</b>	<b>Executive Director, Economy, Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Paul Holloway</b>	<b>Tel: 01273 296068</b>
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<b>Ward(s) affected:</b>	<b>All</b>		

**FOR GENERAL RELEASE****1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The council is developing a Local Cycling and Walking Infrastructure Plan (LCWIP) for the city in order to plan strategically for walking and cycling networks. The first meeting of the LCWIP cross-party Member and Stakeholder Task and Finish Group ('LCWIP Task & Finish Group') took place in late 2019, and agreed that a report should be brought to the next Environment, Transport & Sustainability [ETS] Committee in order to provide an update on progress.

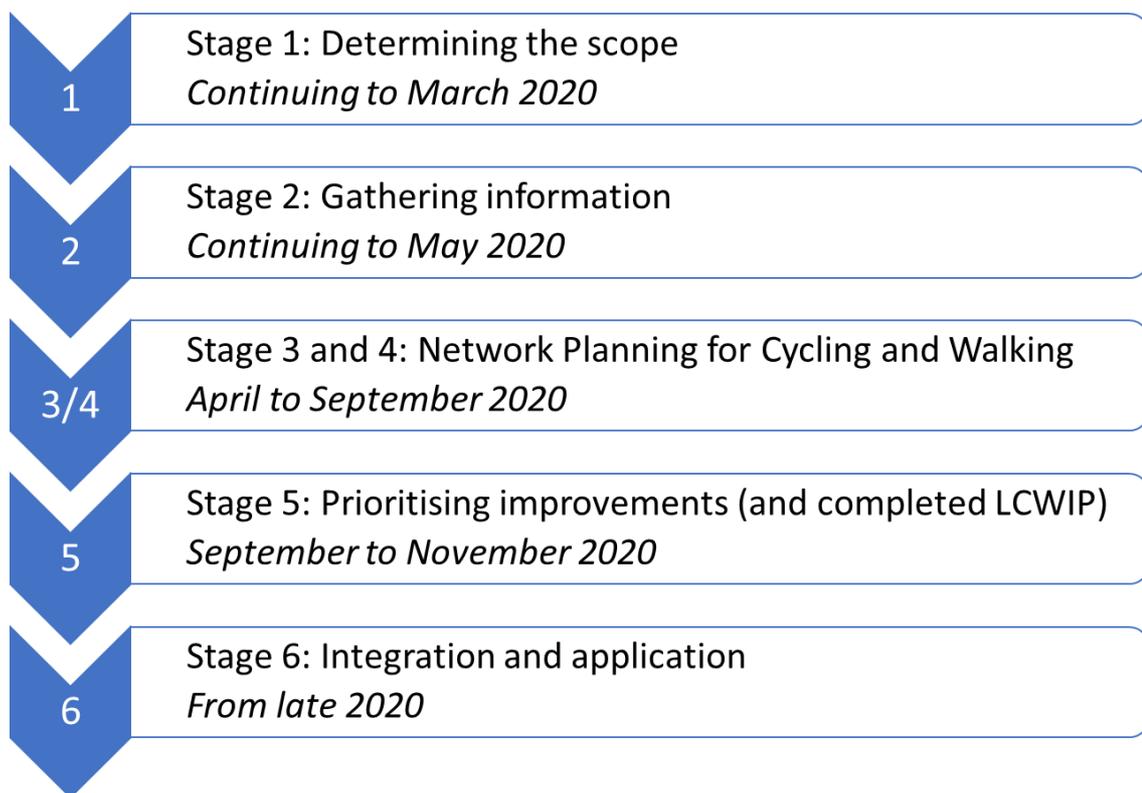
**2. RECOMMENDATIONS:**

- 2.1 That the Committee note the report, particularly detail of the LCWIP Task & Finish Group stakeholder organisations and the revised indicative timescale, as set out in paragraphs 3.4 and 3.6 of this report.

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 The development of an LCWIP for the city is following the technical guidance issued by the Government, and will enable the council to review and prioritise the infrastructure that is needed to plan and improve the city's walking and cycling networks. It will also ensure that the city is well placed to bid for future funding opportunities relating to walking and cycling, and that cycling and walking are fully included and incorporated into new developments.
- 3.2 The LCWIP will aim to improve the walking and cycling network, promote active travel and enhance links between Brighton & Hove and neighbouring areas, including the South Downs National Park. Wider benefits of the plan include greater connectivity, equality of opportunity, improved public health and overall quality of life for residents. It will also help meet the challenge of becoming a carbon neutral city by 2030. The plan will lead to a 10-year prioritised programme of walking and cycling improvements focused on principal cycling and walking routes, and within 'walking zones' centred on town and local centres with the highest levels of footfall.

- 3.3 On 25 June 2019 the ETS Committee agreed the draft LCWIP Scoping Report, which included the proposed approach, governance and timescales. It also agreed to establish a Member Task and Finish Group which would provide councillors with oversight of the development of the LCWIP document, and enable key stakeholders to be engaged in the process. At the 8 October 2019 ETS Committee, the Terms of Reference for the LCWIP Member Task and Finish Group were agreed, and the first meeting of the Group took place on 10 December 2019.
- 3.4 Stakeholder organisations will be invited to one or more future Task and Finish Group meetings, and the following organisations will be invited to attend, subject to the theme/topic/scope of meeting:
- Black & Minority Ethnic Community Partnership
  - Bricycles
  - B&H Local Access Forum
  - B&H Older People's Council
  - B&H Youth Council
  - B&HC Equality and Inclusion Partnership
  - Community Works
  - Cycling UK
  - Deafcog (Cultural Outreach Group for Deaf People)
  - Friends of the Earth
  - Living Streets
  - Possability People
  - Sustrans
  - Tenant Disability Group
  - Trust for Developing Communities.
- 3.5 A tendering exercise for up to £50,000 of consultancy support to provide the technical support that the DfT recommends is undertaken to develop the LCWIP, is currently underway. The successful supplier has been offered the appointment subject to contract, and will start in March 2020. Full details can be found in the issued Service Specification provided in Appendix 2. The supplier will draw on best practice and lessons learnt from LCWIPs completed or under development elsewhere across the country which will assist with tasks including:
- Strategic advice on LCWIP approach and methodology;
  - Sourcing and analysing of relevant data and production of maps;
  - Technical input on Network Planning (walking and cycling) using the range of LCWIP tools including the Route Selection Tool, Walking Route Audit Tool and Propensity to Cycle Tool;
  - Prioritisation of schemes;
  - Feasibility of high-level proposals for key schemes and their costings / timescale estimates; and,
  - Strategic advice on the incorporation of LCWIP into local policy and strategy.
- 3.6 A revised timescale for the completion of key stages is shown in the chart on the following page.



- 3.7 It is expected that a completed LCWIP document incorporating a prioritised and costed programme of infrastructure improvements will be reported to this Committee towards the end of 2020.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 The DfT's technical guidance states that 'While the preparation of LCWIPs is non-mandatory, Local Authorities who have plans will be well placed to make the case for future investment.' The council is therefore committed to developing an LCWIP for the city that will enable it to plan strategically for walking and cycling networks, and to ensure the city is well placed for future funding opportunities relating to walking and cycling.

#### **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 The DfT's technical guidance states that '*Effective engagement is critical to ensuring that high quality LCWIPs are produced. Stakeholders should be identified at the outset of the LCWIP process, with a planned approach to engagement agreed.*' The guidance indicates that stakeholder engagement commences during information gathering (Stage 2), to ensure that additional information and data sources including perceptions on existing facilities can supplement the significant amount of information that already exists.
- 5.2 It is recognised that within Brighton and Hove there are a number of organisations, many specific to walking and cycling, who will be keen to provide their views and suggestions as part of the LCWIP. A number of these organisations are represented within the city's Transport Partnership and will be drawn from it. It is important to the council that not only key transport/travel-related organisations are engaged well through this process, but that the wider public are able to contribute views too.

- 5.3 The early stages of the LCWIP development will be informed by a city-wide stakeholder workshop. This will be supplemented by local stakeholder workshops across the city to ensure that the diverse range of local issues and desired improvements across all areas of the city are identified early on, to feed into the development of the city-wide LCWIP. Information gathering will be supplemented by further workshops with officers across the council's City Transport Division and other council teams, and relevant information gained from other public consultations taking place such as the Sport and Physical Activity survey.
- 5.4 The stakeholder organisations listed in paragraph 3.4 have been identified to contribute to the LCWIP Task & Finish Group. The wider programme of engagement for the remaining stages in developing LCWIP will be finalised in line with advice from the consultants appointed to provide the technical support, drawing on their experience and knowledge of preparing other LCWIPs across the country. The engagement programme will capture relevant feedback gained from engagement activities on the development of the council's fifth Local Transport Plan (LTP5), and the city's Climate Assembly outputs, including recommendations.
- 5.5 Of further relevance to the development of the LCWIP is this Committee's decision on 21 January 2020 after considering a deputation. It agreed to receive a report later this year which will review the reasons for the use of gates to manage and control vehicles using certain streets at certain times because of the barriers that they are considered to create for cycling and walking. The report will explore a more considered and evidence-based approach to the use and implementation of gates to achieve particular outcomes. The report will also consider establishing a cycle forum.

## **6. CONCLUSION**

- 6.1 The development of an LCWIP will enable the council to review and prioritise the infrastructure that is needed to plan and improve the city's walking and cycling networks. It will also ensure that the city is well placed to bid for future funding opportunities relating to walking and cycling, and that cycling and walking are fully included and incorporated into new developments.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

- 7.1 A one-off allocation of £75,000 was agreed at the Budget Council meeting in February 2019 to support consultation, research and analysis for the development of a LCWIP. It is anticipated that delivery of the priorities identified within the LCWIP, when completed, will be achieved through capital works funded mainly by future Local Transport Plan (LTP) capital programmes subject to appropriate approvals in accordance with Financial Regulations and Procedures. Officers will seek to identify other external funding sources to support the delivery of the LCWIP, such as ongoing or new funds which could become available from Government or Coast to Capital Local Economic Partnership (LEP).

*Finance Officer Consulted: Steven Bedford*

*Date: 28/02/20*

#### Legal Implications:

- 7.2 There are no direct legal implications associated with the development of the LCWIP. Any relevant legal implications will be considered when individual schemes are brought forward for implementation.

*Lawyer Consulted: Hilary Woodward*

*Date: 27/2/20*

#### Equalities Implications:

- 7.3 In developing the LCWIP the needs of those people and communities who are identified as having 'protected characteristics' (those against which discrimination is unlawful) as defined by the Equality Act 2010 will be prioritised from the outset. The LCWIP guidance states that '*LCWIPs should reflect the needs of all*'. Wherever possible, the needs of individual groups and communities will be incorporated into the LCWIP process in order to overcome barriers to movement that may be experienced. In doing so, this will ensure that the transport network is made accessible to everybody. Walking and cycling infrastructure improvements to local areas will enhance the provision and choice for people, especially those with mobility difficulties, or other disabilities, and will improve conditions for vulnerable road users. This will also ensure that the council complies with the public sector equality duty to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people.

#### Sustainability Implications:

- 7.4 Improvements to walking and cycling infrastructure across Brighton and Hove will enable higher levels of active travel and reduce the attractiveness or need to travel by motorised transport. This will support the delivery of the forthcoming 2030 Carbon Neutral Programme, along with related environmental and transport objectives, including those set out in LTP4 and the Sustainable Community Strategy, such as a shift towards greater use of sustainable transport.

#### Brexit Implications:

- 7.5 There are none.

#### Any Other Significant Implications:

- 7.6 These are outlined in Appendix 1 of this report.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Other Significant Implications
2. LCWIP Technical Support – Service Specification

## **Background Documents**

1. Local Cycling and Walking Infrastructure Plans Technical Guidance for Local Authorities, Department for Transport, April 2017
2. Budget Report to Full Council, February 2019
3. Report to Environment, Transport and Sustainability Committee, June 2019 – 'Local Cycling and Walking Infrastructure Plan (LCWIP) - approval of Scoping Report'
4. Report to Environment, Transport and Sustainability Committee, October 2019 - 'Member Task and Finish Groups' Terms of Reference'

**Other Significant Implications****Crime & Disorder Implications:**

- 1.1 There are no direct implications arising from developing an LCWIP for the city. However, in improving walking and cycling infrastructure the plan will have a particular focus on improving road safety and personal security and, wherever possible, the identified improvements will seek to support the aims and priorities of the council's Community Safety and Crime Reduction Strategy 2017-20, especially in helping to deliver measures that improve the physical environment, ensure communities are stronger, and help people feel safer. Improvements are expected to include measures that improve public spaces and streets so that people feel safer, while discouraging crime and anti-social behaviour.

**Public Health Implications:**

- 1.2 Transport and travel are critical to delivering the city's public health objectives as they contribute significantly to some of today's greatest challenges to public health, including road traffic injuries, physical inactivity, the adverse effect of traffic on social cohesiveness and the impact on outdoor air and noise pollution. Improvements to walking and cycling infrastructure will help address these challenges through enabling an increase in levels of active travel. Improving the health and well-being of people and communities will be a key objective of the plan. By enabling greater levels of walking and cycling, the plan will also help to improve air quality by reducing harmful emissions if people switch from motorised transport. This will help deliver the objectives and actions set out in the council's Air Quality Action Plan, such as enabling greater use of alternatives to the car for some journeys. Creating less dangerous and more attractive environments, such as road safety and public realm schemes, will improve individual and community health and quality of life.

**Corporate / Citywide Implications:**

- 1.3 The LCWIP will include improvements to help support the city's planned economic growth, social development and environmental enhancement. It will support in delivering the council's forthcoming 2030 Carbon Neutral Programme, along with the Corporate Plan, Sustainable Community Strategy, the City Plan Part 1 policies (especially Policy CP9 on Sustainable Transport) and its associated Infrastructure Delivery Plan. The improvements will also reflect the current and emerging priorities and policies of the council, city, and other partners and stakeholders which are set out in other strategies or plans such as the city's Health and Wellbeing Strategy (2019-2030), Rights of Way Improvement Plan (2017-27), and the South Downs National Park Cycling and Walking Strategy (2017-2024). Working with neighbouring authorities will improve cross-boundary walking and cycling links and strategic routes within the Greater Brighton City Region contributing to its five-year strategic priorities. Improved cross-boundary links will support the priorities within the draft Transport Strategy of Transport for the South East [TfSE], the Sub-national Transport Body. Once complete, the LCWIP content will be integrated into local and sub-regional planning, transport and wider policies, strategies and delivery plans.

