



**REGENERATION AND HOUSING SCRUTINY
REVIEW BOARD
22 JANUARY 2019**

Report sponsor: Acting Director of Planning and
Transportation
Report author: Head of Traffic and
Transportation

ITEM 10

Local Cycling and Walking Infrastructure Plan

Purpose

- 1.1 To provide an information report and update on the progress in producing the Local Cycling and Walking Infrastructure Plan (LCWIP), in partnership with Nottingham City Council, Derbyshire and Nottinghamshire County Councils.

Recommendation

- 2.1 To review the supporting information and timescales for LCWIP.

Reason(s)

- 3.1 This report has been compiled in response to matters raised by the Board

Supporting information

- 4.1 As part of the Cycling and Walking Investment Strategy (CWIS) the Government called on all Highway Authorities in England to prepare a Local Cycling and Walking Infrastructure Plan (LCWIP) as part of its long term approach to developing comprehensive local cycling and walking. In order to assist meeting Department for Transport (DfT) targets of doubling cycling in England by 2025 and making walking and cycling the natural mode choice for short journeys by 2040.
- 4.2 To assist this process the Government offered funded consultancy to help deliver the LCWIPs. Highway Authorities were encouraged to bid for this support. The D2N2 Highway Authorities decided to make a joint bid, primarily because the main capital funding source for cycling and sustainable transport over the last two years has been from the Local Growth Fund via the D2N2 Local Enterprise Partnership (LEP). In addition, Nottingham, Nottinghamshire and Derby have been cooperating on developing sustainable transport, particularly through its successful Access Fund programme.
- 4.3 In June 2017 Nottingham City Council submitted a LCWIP bid on behalf of the D2N2 Highway Authorities. Of the 78 applications for consultant support submitted, the DfT accepted 43 (55%). The D2N2 bid was the only submission made by a LEP area. The bid was accepted and we received the maximum allocation of 80 days consultancy.

- 4.4 The DfT set a two-year timescale to complete the LCWIPs. The consultancy support to develop the infrastructure plan was made available in three tranches: immediate (2017); in the New Year (2018); and in early spring (2018).
- 4.5 We opted for immediate consultancy support that provided both technical and strategic support:
- Technical - preparing the LCWIP, producing a network plan and training to use various prediction tools, such as the Propensity to Cycle Tool
 - Strategic - integrating the LCWIP into local policies and ensuring it supports local economic plan objectives by demonstrating how an investment in walking and cycling will support jobs, growth and housing. (Support taken up on these elements was not included in the 80 days of consultant's support but provided free by Sustrans, Cycling UK or Living Streets (formerly the Pedestrians Association)).

Consultants Phil Jones Associates (PJA) were appointed and have been working on behalf of the D2N2 partnership.

- 4.6 The aim of the LCWIP is to identify a 'pipeline' of cycling and walking improvements to feed into an emerging D2N2 wide infrastructure plan. This must be the basis for further investment and be the key reference plan for future bidding processes.

Early sifting of potential schemes will be required before detailed prioritisation which will be based on business cases. Whatever programme we develop will need to be consistent with D2N2 LEP priorities. LCWIPs will not include proposals for revenue related expenditure such as travel awareness programmes.

- 4.7 The Plan will be made up of three main parts:
1. A network plan for cycling and walking identifying preferred routes
 2. A prioritised programme of infrastructure for future investment – including a list of preliminary designed schemes, that whilst not “shovel ready” will have a robust cost estimate
 3. A report which sets out the underlying analysis and provides a narrative which supports the identified improvements
- 4.8 November and December included a lot of analysis of stakeholder proposals and checking against the D2N2 desired economic outcomes. A series of prioritisation workshop have been held, along with an assessment of the data collected and a mapping exercise.

4.9 The process is capturing the existing network, with identified extensions that have featured in previous bidding processes and the corridors below are emerging as particular priorities:

- Nottingham Road
- Osmaston Road
- City Centre to Heatherton (& Littleover)
- Normanton to Sinfen
- Ashbourne Road
- Uttoxeter Road – Rowditch to Royal Derby Hospital

This is NOT a definitive and detailed list of everything that will be included.

4.10 The first iteration of the map of captured data and initial priorities is expected to be available in late February.

Public/stakeholder engagement

5.1 DfT want key stakeholders to be fully engaged in the LCWIP process. Across the D2N2 area there exists very active cycling and walking representative groups. In addition, Highways England, Universities and major employers have also been invited to take part. Our bid to DfT included a governance structure that consisted of a project board including elected members from each authority and stakeholder representatives.

5.2 Greater Nottingham/Derby Access Fund also had available financial resources to hold two general public LCWIP consultation forums in Derby and Nottingham. In addition, Sustrans have also organised two partnership conferences, one Derby Velodrome (May 2018) where the LCWIP process was introduced and explained to stakeholders, with consultation invited on the process, and a second one in Nottingham (October 2018) where information gathered was shared with stakeholders, analysis and its outputs explained, and the next steps outlined.

Other options

6.1 No other options were considered in relation to this report.

Financial and value for money issues

7.1 None arising directly from this report.

Legal implications

8.1 None arising directly from this report.

Other significant implications

9.1 None arising directly from this report.

This report has been approved by the following people:

Role	Name	Date of sign-off
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Legal	N/A	
Finance	N/A	
Service Director(s)	Verna Bayliss, Acting Director of Planning and Transportation	11 Jan 2019
Report sponsor	As above	
Other(s)		

Background papers:	None
List of appendices:	None