

<b>Subject:</b>	<b>Local Cycling and Walking Infrastructure Plan (LCWIP) - approval of Scoping Report</b>		
<b>Date of Meeting:</b>	<b>25 June 2019</b>		
<b>Report of:</b>	<b>Executive Director, Economy, Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Paul A. Holloway</b>	<b>Tel: 01273 292477</b>
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<b>Ward(s) affected:</b>	<b>(All Wards);</b>		

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

- 1.1 In support of the government's Cycling and Walking Investment Strategy (CWIS), the Department for Transport (DfT) has been encouraging local authorities to prepare a Local Cycling and Walking Infrastructure Plan (LCWIP) in order to take a more strategic approach to planning walking and cycling networks. £75,000 was agreed at the Budget Council in February 2019 to develop a LCWIP, support necessary projects, improve the network and promote active travel. The first stage in preparing a LCWIP is to determine the scope of the plan, including the approach, governance and timescales. The Committee is asked to agree the draft LCWIP Scoping Report to enable work on the plan to progress.

**2. RECOMMENDATIONS:**

- 2.1 That the Committee agree the draft Local Cycling and Walking Infrastructure Plan Scoping Report attached as Appendix 2 to this report, which includes the proposed approach, governance and timescales associated with the preparation of the document.

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 The DfT launched the CWIS in April 2017, which aims to make cycling and walking the natural choice for shorter journeys, or as part of a longer journey. The strategy aims to double cycling levels 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.
- 3.2 Through the CWIS, local authorities are strongly encouraged by DfT to prepare LCWIPs in order to take a more strategic approach to planning walking and cycling networks; a 10 year timeframe is suggested.
- 3.3 Technical guidance (*Local Cycling and Walking Infrastructure Plans Technical Guidance for Local Authorities*) is available from the DfT, detailing the suggested process for undertaking an LCWIP and the tools available to assist with this.

- 3.4 The improvements identified in the LCWIP will support the council's ambitions for increasing levels of active travel across Brighton and Hove and to/from neighbouring areas, thereby contributing to reducing carbon emissions while improving air quality, connectivity, equality of opportunity, public health, public realm, safety, security, and overall quality of life. They will help increase the attractiveness of the city for residents and visitors.
- 3.5 The LCWIP will support delivery of the Sustainable Community Strategy and City Plan, and once completed the outputs will be integrated into local planning, transport and wider policies, strategies and delivery plans. It will be prepared in close partnership with work areas across the council including economic development, public health, sustainability, and tourism.
- 3.6 Officers are discussing LCWIP best practice and approach with neighbouring authorities directly, and with wider authorities and technical advisors through the online DfT 'Basecamp' forum. This has helped inform the proposed approach to developing the plan. A cross-county LCWIP learning exercise took place on 10 May with East Sussex County Council, West Sussex County Council and Sustrans Partnership Managers working across the Sussex / Solent regions.
- 3.7 A one-off allocation of £75,000 was agreed at the Budget Council in February 2019 to develop a LCWIP to support necessary projects, improve the network and promote active travel. Some of this will be earmarked for consultancy support.
- 3.8 A brief for limited consultancy support is currently in development, which is planned to be ready for distribution to suppliers in early June. The supplier will bring experience from preparing LCWIPs elsewhere and follow the prescribed DfT technical guidance in developing the plan for Brighton and Hove. It is likely to be assisting with tasks such as the following, the outcome of which will be informed by council members, stakeholders and the general public:
- Strategic advice on LCWIP approach and scope;
  - 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; and,
  - Feasibility of high level proposals for key schemes and their costings / timescale estimates.
- 3.9 The attached draft LCWIP Scoping Report (see Appendix 2) sets out the proposed approach, governance and timescales. The programme proposes delivery of the full LCWIP late in the 2019/20 financial year. An indicative timescale for the completion of key stages is:
- Stage 1: Determining the scope – June 2019
  - Stage 2: Gathering information – September 2019
  - Stage 3 and 4: Network Planning for Cycling and Walking – October 2019
  - Stage 5: Prioritising improvements (and completed LCWIP) – December 2019
  - Stage 6: Integration and application – from early 2020

- 3.10 An indicative process for reporting to ETS Committee is:
- 8 October 2019 – Background Report (incorporating public consultation feedback)
  - 26 November 2019 – Cycling/Walking network maps and programme of infrastructure improvements
  - 21 January 2020 – Completed LCWIP document incorporating prioritised and costed programme of infrastructure improvements

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

- 4.1 It is noted in the guidance that *'While the preparation of LCWIPs is non-mandatory, LAs who have plans will be well placed to make the case for future investment.'* This means that LA's who develop an LCWIP will likely be given more favoured treatment in future grant bid opportunities.
- 4.2 Our commitment to developing an LCWIP for the city will enable us 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 notes in the LCWIP technical guidance 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 we are able to establish additional information and data sources including perceptions on existing facilities, to supplement the significant amount of information we already have
- 5.2 Within Brighton and Hove there are a number of organisations, many specific to walking and cycling, who will be keen to feed in views and suggestions to 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. Suggested stakeholders to approach for involvement in the LCWIP are set out in the draft LCWIP Scoping Report (see Appendix 2). The Scoping Report will be used as the basis for shaping the engagement process, and it proposes the initial stages of the LCWIP development take place at a local level (with the city split into six sub-areas) 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.
- 5.3 Internal engagement with officers across City Transport and wider council teams commenced with workshop sessions in April 2019. Feedback demonstrated high levels of support for developing the LCWIP and linking with the delivery of other council work areas.
- 5.4 There will be a need to carefully manage expectations during engagement (including public consultation) on the development of the LCWIP, in terms of what can be delivered. Preparation of the LCWIP will be included within the

engagement on the development of the fifth Local Transport Plan (LTP5), as outlined in a separate report in the agenda for this meeting.

## **6. CONCLUSION**

- 6.1 The decision of the Committee to agree the draft LCWIP Scoping Report (see Appendix 2) will enable the council to progress the LCWIP to better prioritise future walking and cyclist investment. This will put us in a better position for external funding requests, and to better integrate the outputs into local policies, projects, strategies and delivery plans relating to a wide range of council services.

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

### Financial Implications:

- 7.1 A one-off allocation of £75,000 was agreed at the Budget Council in February 2019. The 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. Other funding sources will include ongoing or new funds which could become available from the government and Coast to Capital Local Economic Partnership (LEP), for example.
- 7.2 The LCWIP process will result in a number of identified and prioritised improvements; delivery of these may require an increase in funding for active travel. Also, enabling cycling and walking requires a wider package of behaviour change, information, promotion and other revenue funded measures. These issues will need to be considered once the final plan has been approved and incorporated into future budgets as part of the budget setting process.

*Finance Officer Consulted: Gemma Jackson*

*Date: 24/05/19*

### Legal Implications:

- 7.3 There are no direct legal implications associated with approving the draft LCWIP Scoping Report (see Appendix 2). Any relevant legal implications will be considered when individual schemes are brought forward for implementation.

*Lawyer Consulted: Stephanie Stammers*

*Date: 28 May 2019*

### Equalities Implications:

- 7.4 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 their needs 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, irrespective of any protected characteristic. 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:

- 7.5 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 meeting the council's environmental objectives, including those set out in LTP4 and the Sustainable Community Strategy, such as a shift towards greater use of sustainable transport and reducing carbon emissions.

Any Other Significant Implications:

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

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Other Significant Implications
2. Draft Brighton & Hove Local Cycling & Walking Infrastructure Plan Scoping Report

### **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

**Other Significant Implications**

Crime & Disorder Implications:

- 1.1 There are no direct implications arising from LCWIP. 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 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. Delivery of walking and cycling improvements contained in the LCWIP will seek to 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. Delivery of the plan will also help to improve air quality by reducing harmful emissions therefore delivering 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 Corporate Plan, Sustainable Community Strategy, the City Plan Part 1 policies (especially Policy CP9 on Sustainable Transport) and the schemes/projects identified within 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, policy documents or statements such as the city's Health and Wellbeing Strategy (2019-2030), Rights of Way Improvement Plan (2017-27), the South Downs National Park Partnership Management Plan (2014-2019) and South Downs National Park Cycling and Walking Strategy (2017-2024), and, the Brighton & Hove and Lewes Downs Biosphere [The Living Coast] Partnership Management Strategy (2014-2019). Working with neighbouring authorities with a LCWIP under development, it will improve cross-boundary walking and cycling links and strategic routes within the Greater Brighton City Region, helping to create an efficient transport network, one of the five year strategic priorities. Improved cross-boundary links will support the

emerging priorities and collaboration that is being achieved within the Sub-national Transport Body known as Transport for the South East [TfSE] through its Shadow Partnership Board. Once complete, the LCWIP content will be integrated into local and sub-regional planning, transport and wider policies, strategies and delivery plans.

