

LOCAL CYCLING AND WALKING INFRASTRUCTURE PLAN

1. INTRODUCTION

- 1.1 In 2017 the Government published its first Cycling and Walking Investment Strategy (The Strategy). The Strategy sets out the Government's ambition to make walking and cycling the natural choices for shorter journeys or as part of a longer journey.
- 1.2 Realising this ambition will take sustained investment in cycling and walking infrastructure, and partnership working with local bodies, the third sector and the wider public and private sector to build a local commitment.
- 1.3 The Strategy supports the transformation of local areas: change which will tackle congestion, climate change and improvements to air quality, change which will extend opportunity to improve physical and mental health, and change which will support local economies.
- 1.4 Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy, provide a strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10 year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.
- 1.5 The key outputs of LCWIPs are:
 - a network plan for walking and cycling which identifies preferred routes and core zones for further development
 - a prioritised programme of infrastructure improvements for future investment
 - a report which sets out the underlying analysis carried out and provides a narrative which supports the identified improvements and network
- 1.6 Having an LCWIP will enable the Council to apply for any funding that becomes available under the Government's Cycling and Walking Investment Strategy as well as any other relevant funding stream. It also assists with negotiations on planning applications and could help inform future Community Infrastructure Levy spending through Infrastructure Funding Statements.
- 1.7 The National Planning Policy Framework (NPPF) sets out how the planning system should help deliver sustainable development, and includes a set of core land-use planning principles which underpin plan-making and planning decisions. The Framework is supported by planning practice guidance issued by the Department for Communities and Local Government.
- 1.8 The guidance suggests that local planning authorities should consider incorporating LCWIPs into Supplementary Planning Documents where this would build on and provide more guidance on the policies in the Local Plan. Local authorities may also wish to refer to LCWIPs in Area Action Plans and Neighbourhood Plans.

1.9 Where Neighbourhood Plans are being prepared at the same time as the LCWIP the parish and town council, or neighbourhood forum should be encouraged to engage with the LCWIP process.

1.20 As part of the Transforming Cities work the County Council have been able to fund work for an LCWIP for the Waterside and this work is now underway. A Workshop was held in September 2019 at Appletree Court with councillors representing the Waterside area. Further consultation will take place this spring on the work.

1.21 There is considerable benefit in an LCIWP covering the rest of the District. The logical approach to this work would be a collaborative Plan jointly funded and produced between the District Council, HCC and the NPA. There has been on going discussion between the three authorities and officers have agreed to commence a jointly funded project. As a small part of the Park falls within Wiltshire they have agreed to also provide some funding for the work. A working group has been set up which includes a representative from Forestry England.

1.22 The LCWIP will use the six stage process outlined within Department for Transport (DfT) guidance, the initial project plan and project programme is set out in Appendix 1. The work will be project managed by Hampshire Trader Service, who have and are carrying out other LCWIP across Hampshire.

1.23 The LCWIP output will include a written report detailing the following:

- Potential for walking and cycling using key data sets and sources;
- Methodologies;
- Examples of best practice;
- Mapping of identified routes including key locations and trip attractors;
- Audit of each route with location specific suggestions for future investigation;
- Prioritised list of potential schemes/approach for identified routes;
- Preparation of high-level costs for implementation
- Identification of potential funding sources

2. CONCLUSION

2.1 An LCWIP could play a significant role in informing and assisting in improving the physical walking and cycling infrastructure within the District. Improving cycling and walking within the District is a critical component to delivering sustainable development within the district and addressing climate change, nature recovery, improving air quality and improving the health and well-being of our communities. Investing in cycling and walking projects provides a benefit cost ratio of 13:1 – so for every £1 spent £13 is returned to the economy.

3. FINANCIAL IMPLICATIONS

3.1 The District Council will part fund the evidence work to inform the LCWIP.

4. CRIME & DISORDER, ENVIRONMENTAL, DATA PROTECTION IMPLICATIONS

4.1 There are no crime and disorder, environmental or data protection issues arising directly from this report.

5. EQUALITY & DIVERSITY IMPLICATIONS

5.1 There are no equality or diversity implications arising directly from this report.

6. DATA PROTECTION IMPLICATIONS

6.1 None

7. RECOMMENDATION

That the Overview and Scrutiny Panel endorse the proposed programme of work to inform the preparation of a Local Cycling and Walking Infrastructure Plan. In the absence of a LCWIP improvements to cycling and walking infrastructure.

For Further Information Please Contact:

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